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Development of a Large Scale Cloud System, 23—27 March 1978

IAN D. COHEN, Capt, USAF

4 May 1981

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METEOROLOGY DIVISION PROJECT 2310
AIR FORCE GEOPHYSICS LABORATORY

- HANSCOM AFB, MASSACHUSETTS 01731

AIR FORCE SYSTEMS COMMAND, USAF



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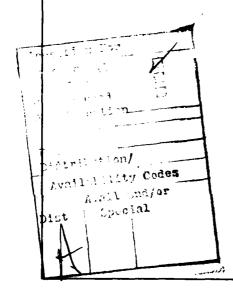
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physics research by AFGL flew at each level for approximately 30 minutes. In addition to examination of the continuous data provided by the aircraft, a detailed examination of 32 samples of 2 min each was undertaken.

Sampling was conducted in the northeast quadrant of the storm. During the first day, the storm was mainly convective in nature, and as a result, had high liquid water content and particle distributions which were uniform along the vertical axis. As the storm moved eastward, it became more stratified. As it did, the observed particle size and types showed greater variations. The upper levels were affected less than the lower levels, thus reducing the uniformity along the vertical axis. As the system occluded, it lost moisture, producing smaller hydrometeors, lower liquid water content, and lighter precipitation at the surface. Later, an influx of warm air increased the liquid water content and the intensity of the precipitation.

The 2-min samples showed that the Form Factor tended to be highest at the higher levels, often as high as 0.60, while it varied from 0.00 to 0.25 at lower levels. This showed a consistency of particle size and type in time and space in the upper levels while wide variations in particle size and type were occurring at lower levels.



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Preface

The development and complete life cycle of large scale storms has long been of interest to meteorologists. The use of an aircraft with PMS probes and other cloud physics equipment has enabled us to look at both the visual and microphysical development of a large scale storm.

In order to gather the necessary aircraft data, the aircrew made four flights totalling approximately 21 hours in four days. Most of this time was spent in weather which aircrews prefer to avoid. Thus I extend my deepest appreciation for the efforts of the 4950th Test Wing and to the aircrew and maintenance personnel who participated on these missions.

The AFGL project crew, consisting of Capt (now Major) Donald Cameron, MSgt James Bush, TSgt Marshall Wright, and SSgt Dennis LaGross, did an outstanding job in maintaining and operating the project equipment and providing the visual and microphysical data upon which this report is based. Guidance in locating the optimum sampling areas was provided by Dr. Arnold A. Barnes, Jr., Mr. Robert Myers, and Capt (now Major) Leandro Delgago of AFGL, and Mr. John Powers of Systems and Applied Sciences Corp. using the AFGL Man-computer Interactive Data Access System (McIDAS).

Special thanks go to Lt Col Donald Varley and Dr. Arnold A. Barnes, Jr. for suggestions and assistance in the preparation of this report, to Mrs. Pat Sheehy for typing the manuscript, to Ms. Barbara Main for preparing the illustrations, and to Mr. James Lally of Digital Programming Services, Inc. for providing computer printouts and plots.

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Development of a Large Scale Cloud System 23-27 March 1978

1. INTRODUCTION

During March 1978, the MC-130E of the 4950th Test Wing with AFGL Cloud Physics instrumentation gathered data on several storm systems in the eastern and central United States as a part of the AFGL Large Scale Cloud Systems (LSCS) project. The LSCS Project investigated changes in the microphysics of cyclonic storms as they developed and crossed the United States. This report will examine data obtained in one such storm system.

The MC-130E sampled a storm system from 23 to 26 March. On each of these days, the aircraft made a flight into the storm area and investigated the northeast quadrant of the storm. A single quadrant was chosen to provide a consistent view of the variations of meteorological conditions as the storm progressed through its life cycle. In this case, the northeast quadrant was chosen because of the large extent of clouds and precipitation which permitted long sampling paths in uniform stratiform clouds. The clouds in this quadrant were thick, which permitted productive sampling passes at 400, 500, 700, and 850 mb on each flight.

Areas of convective activity were generally avoided, as were those frontal surfaces which had strong wind gradients.

(Received for publication 30 April 1978)

Instrumentation on the aircraft is adequately described by Varley, ¹ Knollenberg^{2, 3, 4} and others, and so will not be discussed in detail here. The standard configuration of probes was used on this series of flights. PMS 1-D and 2-D probes were located in the positions shown on Figure 1. The EWER probe (item 7 on Figure 1) is a new instrument designed to measure the total liquid water content of a sample of air. Data from the EWER probe were taken but were not used in the preparation of this report since the EWER was not considered reliable when these flights were made.

On 23 March the aircraft made three data passes in the Texas Panhandle and then flew four data passes in northeastern Oklahoma. On subsequent days, four passes were flown on each flight. Table 1 shows the times of the flights on each of the four days.

A recent report by Varley⁵ examined the large scale cloud system of 1 to 3 March 1978. His report contains a survey of work done in this field.

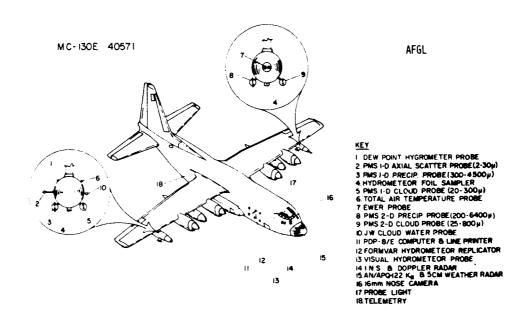


Figure 1. Cloud Physics Equipment on MC-130E 40571

⁽Due to the large number of references cited above, they will not be listed here. See References, page 77.)

I ddle 1. I lights of MC -1301, #640571 on 23 to 27 March 1275

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2. SYNOPTIC SITUATION

A synoptic analysis of this system was made by Chin and Hamilton. belief d data and maps from their report have been included in this report.

On 23 March, a small low pressure area formed on a quasi-stationary front in Oklahoma. By 0000Z on 24 March (the approximate time of Flight 76-10, the first of the four flights) the low had become an open wave, as shown in Figure 2. Southerly winds at 350 mb brought warm, moist air into the system, while a 300 mb trough over west Texas helped the system intensify. The GOES satellite photos in Figure 3 show the extensive cloudiness ahead of the system and considerable convective activity associated with the storm at this stage of development. This convective activity was evident during Flight 76-10. Twenty-four hours later, the low had moved to Missouri, as seen in Figure 4. The deep 350-mb low continued to bring warm, moist air into the system resulting in a large area of cloudiness north of the warm front. The satellite photos in Figure 5 reveal the extent and depth of this cloudiness. Flight 78-11 obtained data in this cloud shield north of the front. The cloudiness was the result of the warm air overrunning the stationary front along the Kentucky-Tennessee border.

The system continued to deepen and by the afternoon of 25 March an occluded front connected the main low in Illinois to a secondary low in Georgia. Figure 5 shows this as well as the nearly vertical structure of the upper air low system. This is typical of a deep occlusion, as are the extensive areas of cloudiness seen in Figure 7. As the infrared photo shows, most of the higher clouds were ahead of the system. Flight 78-12 sampled clouds in the trailing edge of the more intense activity. By this time much of the convective character of the

Chin, D., and Hamilton, H.D. (1979) Synoptic Analysis Case 2, 23 March 1978, AFGL-TR-79-0007, AD A065555.

storm was gone. It was replaced by more extensive stratiform clouds and less intense but more widespread precipitation.

While the original low continued to drift eastward, it was the secondary low (formed in Georgia on 25 March) that dominated the weather in the eastern. United States on 26 March. As Figure 8 shows, this low combined with the nearly vertical cyclonic system in Ohio to create strong southerly winds along the Atlantic coast which brought considerable moisture to eastern Pennsylvania and New York. Many stations from Virginia to New York reported moderate rain for much of the day. The satellite photos in Figure 9 show the extent of the cloud shield. The thickest clouds were associated with the warm front which extended from the low in Georgia to Long Island. Flight 78-13 occurred in the northern portion of this area. At 5,000 ft (1.5 km) the aircraft was often in rain, but not in clouds. The cloud shield consisted mainly of widespread stratiform clouds, much as it had been the day before. Convective activity was limited to an area in eastern North Carolina and over the ocean northeast of the secondary low, well away from the sampling aircraft.

A summary of the track of this storm and the sampling areas used on the four flights described in this report appear in Figure 10. Portions of the fronts which did not influence the flights have been omitted to avoid confusion.

During the four days the MC-130 investigated it, the system changed from a small, fast moving wave with considerable convective activity to a deep occlusion which spread uniform stratocumulus and nimbostratus overcasts over the entire eastern half of the United States. It brought widespread rain, freezing rain, and snow to much of the northeastern United States. This report will explore the changes in clouds and cloud structure during the period.

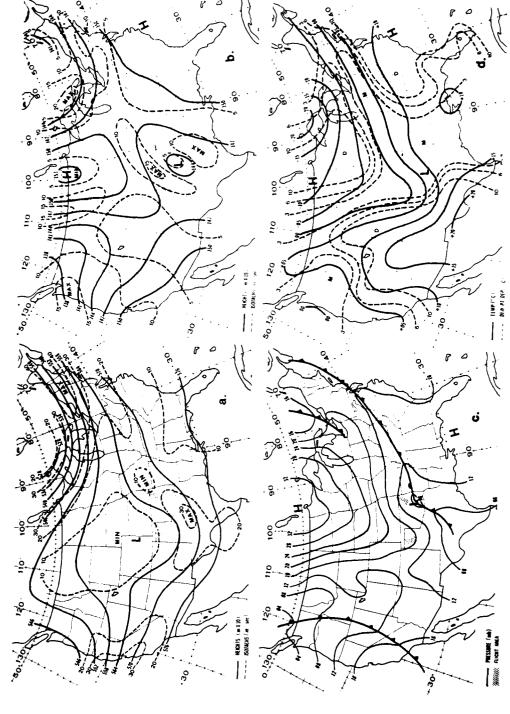


Figure 2. Synoptic Maps for 24 March 1978 at 0000Z. Charts show: (a) 500-mb heights and isotachs, (b) 850-mb heights and isotachs, (c) surface fronts and pressure patterns, (d) 850-mb temperature and moisture





Figure 3. GOES East Satellite Photographs for 23 March. (a) visible at 2300Z, (b) infrared at 2230Z

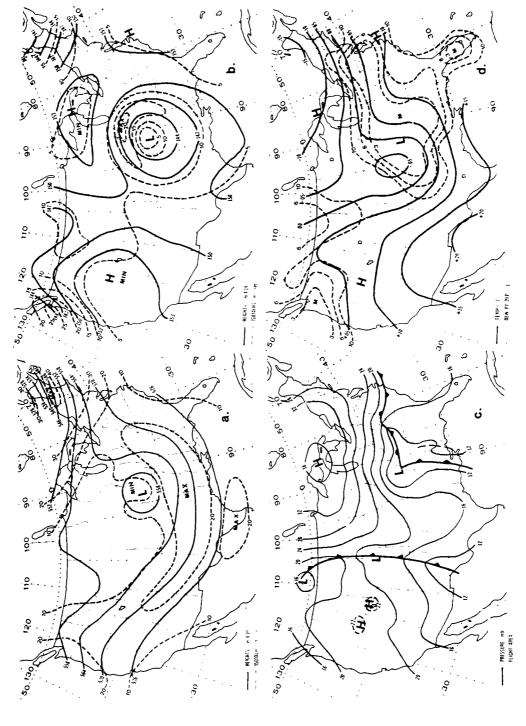


Figure 4. Synoptic Maps for 25 March 1978 at 0000Z. ('harts show: (a) 500-mb heights and isotachs, (b) 850-mb heights and isotachs, (c) surface fronts and pressure patterns, (d) 850-mb temperature and moisture





Figure 5. GOES East Satellite Photographs for 24 March, (a) visible at 2230Z, (b) infrared at 2200Z

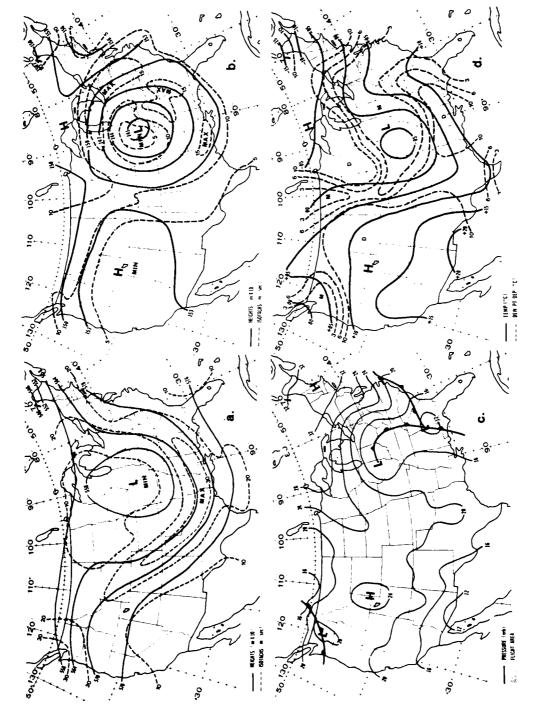


Figure 6. Synoptic Maps for 26 March 1978 at 00002. Charts show: (a) 500-mb heights and isotachs, (b) 850-mb heights and isotachs, (c) surface fronts and pressure patterns, (d) 850-mb temperature and moisture



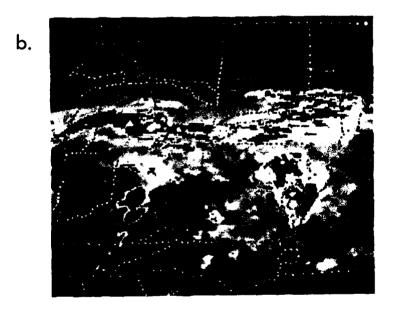


Figure 7. GOES East Satellite Photographs for 25 March. (a) visible at 2030Z, (b) infrared at 2000Z

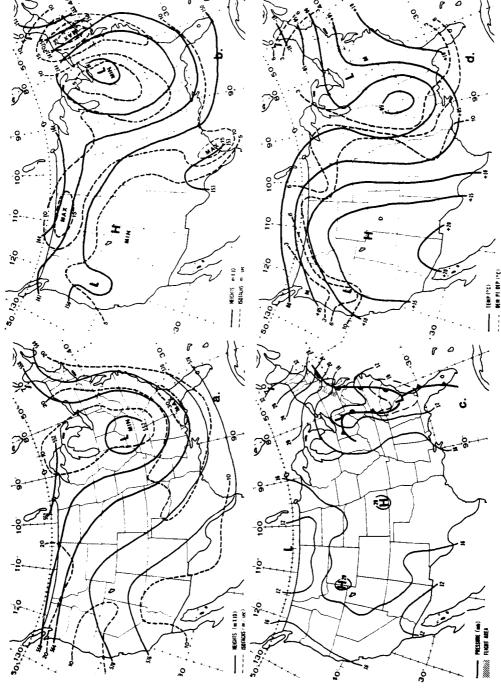
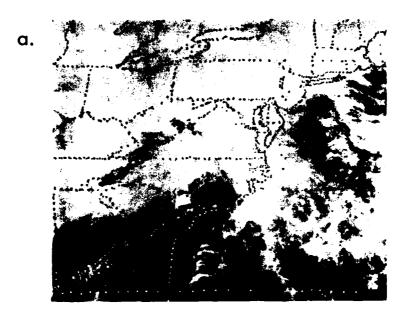


Figure 8. Synoptic Maps for 27 March 1978 at 0000Z. Charts show: (a) 500-mb heights and isotachs, (b) 850-mb heights and isotachs, (c) surface fronts and pressure patterns, (d) 850-mb temperature and moisture



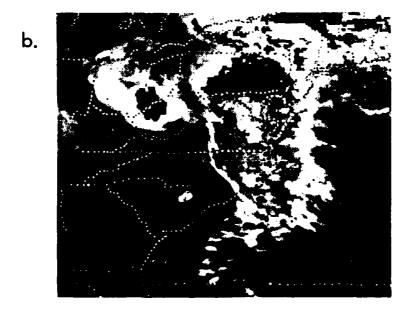


Figure 9. GOES East Satellite Photographs for 26 March. (a) visible at 1930Z, (b) infrared at 1900Z

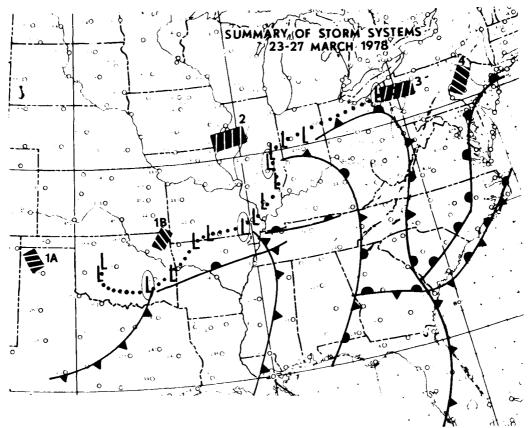


Figure 10. Track of the Main Low Pressure Area and Frontal Systems From 23 to 27 March. Frontal positions are those at 00Z on 24, 25, 26, and 27 March. The full extent of the fronts can be found on Figures 2, 4, 6, and 8. The position of the low center is shown for 6-hr intervals beginning at 12Z on 23 March. Positions of the low center which correspond to those of the frontal systems are circled. The dotted line show the track of the low. Shaded areas indicate the sampling locations

3. THE FLIGHTS

On each of the four days, the MC-130E departed during the morning. It flew to a predetermined area north of the storm system and obtained data first at approximately 23,000 ft (7.0 km-the 400-mb surface) than at 18,000 ft (5.5 km), 10,000 ft (3.0 km), and 4,700 ft (1.5 km); the 500-, 700-, and 850-mb surfaces. Figure 10 shows these areas and the track of the main low center. On 23 March, passes at the first three levels were flown in north Texas (in the northwestern sector of the storm) before the complete pattern was flown in northeastern Oklahoma (in the

northeastern sector of the storm). The aircraft landed late in the afternoon of each day thus providing data during the period of maximum solar heating. Thus the four flights provide us with a profile of the storm from its development through its dissipation. A flight was planned for 27 March but by that time the storm had dissipated to such an extent that a flight would not have provided a significant increase in data. Table 1 provides information on the time and location of each flight.

3.1 Flight 78-10

On 23 March, the storm system consisted of a small low center in Oklahoma. The MC-130E departed from Kirtland AFB, Albuquerque, New Mexico. It first flew passes at 400, 500, and 700 mb in northern Texas. These passes were flown northwest of the center of the storm, since evidence from McIDAS showed extensive and deep cloudiness in this quadrant of the storm and the opportunity to sample two quadrants of the storm on the same day. In the northwest quadrant, the activity was mostly of a convective nature and as a result liquid water content varied drastically within each of the three passes. 2-D data showed an unusually high number of large particles, especially at 500 millibars. After completing these passes, the aircraft flew (at 23,000 ft/7.0 km) to northeastern Oklahoma, where four passes were flown, one each at 400, 500, 700, and 850 millibars. This area was in the northeast quadrant of the developing storm.

During the trip from northwest Texas to northeastern Oklahoma, the aircraft passed through some clouds but remained above most of the activity. Upon arriving at the sampling area, however, the aircraft was in uniformly gray clouds from 23,000 ft to 5000 ft (7.0 to 1.5 km). As a result, the liquid water recorded was generally high at all levels. After completing these passes, the airplane landed at Little Rock AFB, Arkansas.

3.2 Flight 78-11

By 1800Z on 24 March, with the low pressure center in northern Arkansas and a deepening open wave, the MC-130E departed from Little Rock AFB at 1746Z and proceeded to an area in eastern Iowa and northern Illinois about 200 nm north of the center. The strong low pressure areas at the surface and 850-mb levels drew considerable moisture into the system. The result was extensive cloudiness. Enroute to the sampling area, the aircraft, flying at 23,000 ft (7.0 km), was above a solid undercast which frequently reached the aircraft's altitude. Four passes were completed, one each at 400, 500, 700, and 850 millibars. Except for a few brief breaks, the aircraft was in cloudiness throughout this period. Liquid water content values were very high. The Mission Director frequently reported large, wet snowflakes. At 700 and 850 mb rain was often mixed with the snow. Conglomorate

snowflakes as large as 5000 μ were observed at these levels. During this period, heavy snow forecasts were issued for much of Illinois and Indiana. The MC-130E flew from its sampling area to Wright-Patterson AFB, Ohio. Enroute, it was above a continuous overcast. It landed at Wright-Patterson AFB at 2340Z.

3.3 Flight 78-12

On 2) Murch, the low pressure center had moved to southern Illinois with an accluded front extending to eastern Tennessee. The MC-130E flew to an area in eastern Ohio and western Pennsylvania, about 350 nm northeast of the low. By this time, extensive low stratiform (loudiness covered all of the northeast except eastern New England. The MC-130E left Wright Patterson AFB. Ohio at 1705Z. It rossed central Ohio at 23,000 ft (7,0 km). At this altitude, it was between an altostratus laver (with tops estimated at 14,000 ft/4,3 km) and a cirrus laver (with bases estimated at 30,000 ft/9, 1 km). The liquid water content observed at 400 and 500 mb was generally less than that observed during the previous day, indicating that while the system had become more widespread, it was not as intense. There was more moisture at 700 and 850 mb than there was on 24 March but not as much as had been observed on 23 March. The temperature in the lower 10,000 ft (3,0 km) changed little with altitude. Since the lower 3 km were generally near 0°C, the aircraft experienced considerable icing both at 700 mb and 850 mb. Most of the precipitation observed at these levels was either rain or snow mixed with rain. In general, precipitation intensity was much less than had been observed on earlier flights. The aircraft returned to Wright-Patterson AFB, and encountered the same type of enroute weather as it had while flying to the sampling area. The airplane landed at Wright-Patterson AFB at 2102Z.

3.4 Flight 78-13

On 26 March, secondary evologenesis pushed the warm air northward along the coast. The MC-130E left Wright-Patterson AFB at 1444Z and flew above the occlusion (which now ran from a low in Indiana through Ohio and south to a secondary low in Georgia; see Figures 6 and 8) to eastern Pennsylvania where the warm front from the secondary low was moving westward due to the circulation around the complex low system. The result was a uniform mass of stratiform clouds. Liquid water content was high throughout all of the sampling passes. During both the flight to the sampling area and the return, the airplane was at 23,000 ft (7.0 km). This put it above the lower clouds and most of the middle clouds. Cirrus clouds were above the airplane, however, during most of the deployment and return, the aircraft was not in visible clouds. The majority of the cloudiness was at 15,000 ft (4.6 km) and below. There was little vertical development—but stratus and stratocumulus

clouds covered all of the eastern United States north of Florida. Bases of the clouds in the sampling area were generally above the 850-mb level, although lower stratus clouds were observed while the aircraft was at the 850-mb level. The MC-130E returned to Wright-Patterson AFB and landed there at 1923Z. The storm system weakened after 0000Z on 27 March and no further flights were made.

4. VISUAL OBSERVATIONS OF THE CLOUDS

In addition to providing microphysical observations of this storm system, the inflight meteorologist (Mission Director) provided a visual account of the changes in the cloud structure as the storm progressed. The photographs used to illustrate this section of the report were taken by the Mission Director during the sampling flight.

4.1 Upper Levels

Figures 11, 12, 13, and 14 illustrate the changes in cloud appearance at 23,000 ft (7.0 km). All pictures were taken at that altitude, either while enroute to the storm area or during the first data pass in the area. As Figure 11 shows, there was considerable convective activity on 23 March. By 24 March (Figure 12) the number of convective cells was no longer as great, but the undercast had a wavelike appearance which strongly suggested convective cells completely embedded in the clouds below. During the next two days, the clouds became more uniform and convective activity became weaker and less organized. As Figure 13 shows, the structure had weakened, and by 26 March (Figure 14) there was little structure remaining. The amount of cloud at 23,000 ft (7.0 km), however, had increased but instead of the wavelike clouds shown in Figure 12 they were uniform gray in appearance.



Figure 11. Clouds From 23,000 ft (7.4 km) on 23 March 1978. Distinct convective activity can be seen in the center of the picture



Figure 12. Clouds From 23,000 ft (7.1 km) on 24 March 1978. White some convective activity was present, there were no distinct cells

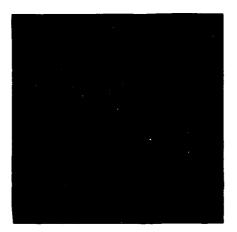


Figure 13. Clouds From 23,000 ft (7.1 km) on 25 March 1978. The system was occluded and stratified clouds prevailed



Figure 14. Clouds From 23,000 ft (7.1 km) on 26 March 1978. Almost no convective activity was found in this part of the system

4.2 Lower Levels

Figures 15, 16, 17, and 18 show how the cloud structure at lower levels appeared. Figure 15 was taken at 10,000 ft during the third data pass on 23 March. At this time, the aircraft was flying through small snow crystals which had fallen from the cloud deck above. No pictures were taken at 5000 ft (1.5 km) since the aircraft was continuously in clouds. On 24 March, the aircraft was continuously in clouds while sampling at 10,000 and 5000 ft (3.0 and 1.5 km). As Figure 16 shows, there was considerable rime icing at 10,000 ft (3.0 km). The outside air temperature was near 0°C and precipitation frequently changed from snow to rain. The same conditions were reported during the aircraft's 5000-ft (1.5 km) sampling pass. On 25 March, conditions at 10,000 ft (3.0 km) were similar, but at 5000 ft (1.5 km), there was much less cloudiness. As Figure 17 shows, the ground was visible from 5000 ft (1.5 km). On 26 March, there was an increase in cloudiness and precipitation at 5000 ft (1.5 km), but as Figure 18 shows, the ground was still visible through breaks in the clouds. The system had more moisture, but most of the additional moisture was reflected in the increase of upper and middle level clouds.

5. DATA PROFILES FOR EACH FLIGHT

5.1 23 March 1978

Figure 19 shows the altitude, temperature, liquid water content (LWC), medium volume diameter (DO), reflectivity (Z), number density (NT), and Form Factor (FF) as functions of time for the flight of 23 March 1978. The Form Factor is a method of characterizing distributions. It is more fully described by Varlev⁵ and in Section 6.3 of this report. The heavy solid lines in Figure 19 indicate data passes. During the first three passes, with the airplane in a convective area, all of these quantities fluctuated quite rapidly. During the later passes taken in the northeast quadrant of the storm, LWC, DO, and Z all increased in magnitude; all reaching unusually high levels. The number density, however, tended to decrease as the aircraft descended. This we attribute to aggregation as the particles combined to form larger particles. The contrast in the Form Factor was most dramatic. During the first series of passes, it fluctuated rapidly from 0 to 1 while during the later passes it was more consistent; generally showing values of 0, 20 to 0, 30. Further discussion of the variations in the Form Factor and liquid water content will be found in Section 6 of this report.



Figure 15. Clouds From 10,000 ft (3.0 km) on 23 March 1978. Low level clouds presented a uniform gray appearance



Figure 16. Clouds From 10,000 ft (3.0 km) on 24 March 1978. No structure was visible at this level. Note the icing on the wiper

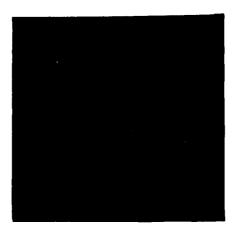


Figure 17. Clouds From 5000 ft (1.5 km) on 25 March 1978. The ground can be seen through low clouds



Figure 18. Clouds From 5000 ft (1.5 km) on 26 March 1978. During most of this pass the airplane was in rain. The ground could usually be seen below the fractocumulus layer

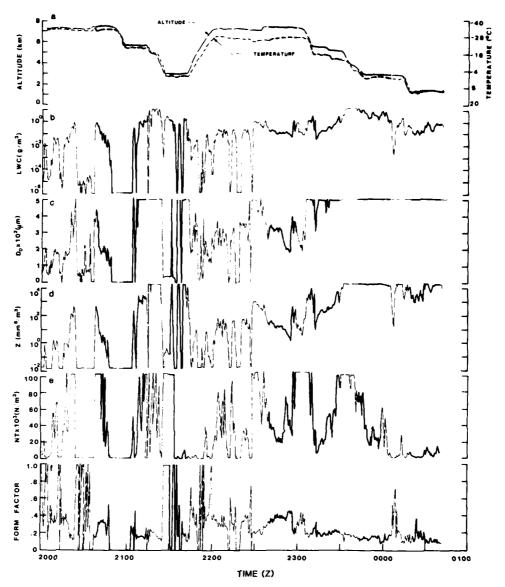


Figure 19. Profiles of (a) Altitude and Temperature, (b) Liquid Water Content, (c) Medium Volume Diameter, (d) Reflectivity, (e) Density, and (f) Form Factor With Time for the Flight of 23 March. Solid lines show when the aircraft was in a data pass

5.2 24 March 1978

Figure 20 shows the altitude, temperature, LWC, DO, Z, NT, and FF vs time for the 24 March flight. LWC values of 10^{-2} to 10^{-1} g/m⁻³ predominated. The reflectivity, however, did show a sharp increase in the lower levels. The high LWC values were reflected in high DO values but low NT values, thus a comparatively

small number of larger particles were producing the high LWC values. The Form Factor showed a decrease at the lower altitudes. There was a decrease in the variation of FF with time during the passes at lower altitudes but it was not as pronounced as it was during the flight of 23 March.

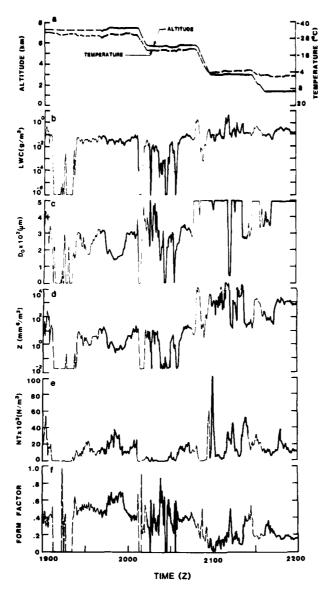


Figure 20. Profiles of
(a) Altitude and Temperature,
(b) Liquid Water Content,
(c) Medium Volume Diameter,
(d) Reflectivity, (e) Density,
and (f) Form Factor With
Time for the Flight of
24 March. Solid lines show
when the aircraft was in a
data pass

5.3 25 March 1978

Figure 21 shows the same variables as Figures 19 and 20 for the flight of 25 March. The storm was weaker at this time, and in general the LWC was lower. Both Z and NT values were smaller, especially at the higher levels. As was mentioned in Section 4, the amount of cloudiness was smaller and the system was less well organized on 25 March. The medium volume diameter (DO) remained high, especially at lower levels, while the particle density was generally lower. Thus the decrease in LWC was more closely related to the smaller number of par ticles than to their smaller size. This was reflected in the lighter intensity of the precipitation reported by surface weather stations, as noted in Section 3. The Form Factor was more errotic, being generally higher at 400, 500, and 850 mb and lower at 700 millibars. The low Form Factor may have been the result of a frontal inversion at that level. The higher Form Factors at the higher levels mass have indicated that there was less upward vertical motion that kept Lorger particles and the moisture needed to allow smaller particles to grow at lower tevels. The 850-mb pass was in the melting layer, and as a result, a larger variety of particle sizes pushed up the Form Factor.

5.4 26 March 1978

Figure 22 shows these variables for the 26 March flight. The influx of warm air was reflected both by the warmer temperatures at 850 mb and the increase in LWC as compared to the data obtained on the previous day. The increase in LWC was a result of particle size as opposed to the number of particles. The values of DO were high throughout the flight. The high LWC, especially at lower levels, led to high values of reflectivity. The influx of warm moist air caused by the secondary low, which had formed in Georgia, led to an acrease of large snowflakes and raindrops. The low values of the Form Factor at lower levels indicate a large variety of sizes, resulting partially from the influx of warm, moist air, and partially from aggregation. The amount of cloudiness increased and the intensity of the precipitation produced by the storm also increased. This occurred despite the fact that the main low itself was weakening.

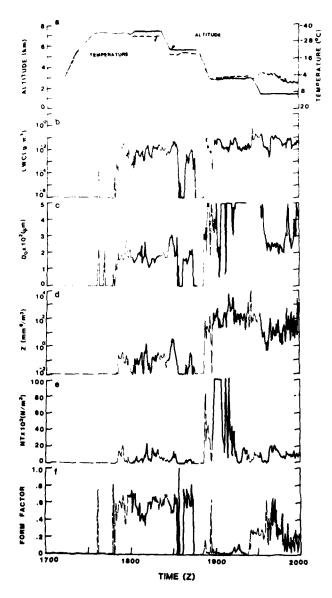


Figure 21. Profiles of (a) Altitude and Temperature, (b) Liquid Water Content, (c) Medium Volume Diameter, (d) Reflectivity, (e) Density, and (f) Form Factor With Time for the Flight of 25 March. Solid lines show when the aircraft was in a data pass

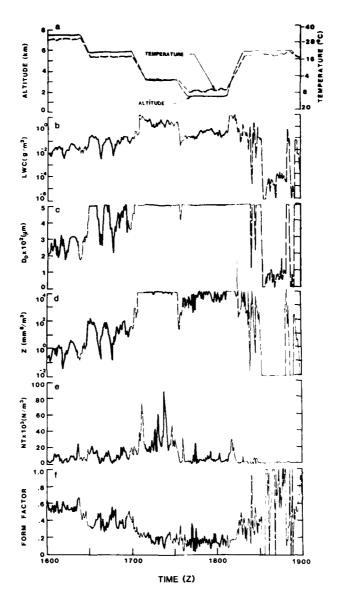


Figure 22. Profiles of (a) Altitude and Temperature, (b) Liquid Water Content, (c) Medium Volume Diameter, (d) Reflectivity, (e) Density, and (f) Form Factor With Time for the Flight of 26 March. Solid lines show when the aircraft was in a data pass

6. DISCUSSION OF DATA

The previous section looked at the measurements obtained by each flight as a separate though related unit. This Section will concern itself with an examination of how various data changed at each of the four levels investigated.

6.1 Crystal Types Encountered

The Mission Director made in-flight observations of the predominating crystal habit. His comments are included in the transcripts in Appendix A. These observations provided input to the real-time 1-D data reduction programs, which provide LWC and Z values, and for post flight backup in case of the loss of 2-D data. The snow stick, the 2-D display, and visual observations of hydrometeors passing by and hitting the aircraft helped him determine the crystal habit. The PMS 2-D system was operational on all data passes. Table 2 shows the predominant crystal types recorded by the 2-D system. At the 400-mb level, the predominant crystal type was small snow, although at times bullet rosettes were common. At 500 mb, large snow occurred when the system was more active. During less active periods, small snow predominated. At the lower levels, rain, needles, wet snow, and large snow occurred, as the temperature was generally near freezing.

The crystal types, as indicated in Table 2, were used to prepare 1-D PMS data for this report.

Table 2. Particle Types Encountered During Different Passes on the Flights of 23 to 27 March 1978

Altitude	23 March (Texas)	23 March (Oklahoma)	24 March (Iowa, Illinois)	25 March (Ohio Pennsylvania)	26 March (Pennsylvania)
23,000 ft	Small Snow Bullet Rosettes	Small Snow	Small Snow	Small Snow	Small Snow
18,000 ft	Large Snow	Large S now	Large Snow Small Snow	Small Snow Bullet Rosettes	Large Snow Small Snow
10,000 ft	Wet Snow	Wet Snow Rain	Rain, Wet Snow Needles Large Snow	Rain	Wet Snow
5,000 ft		Rain	Large Snow Needles	Large Snow	Rain

Figure 23 shows some typical 2-D shadowgraphs observed during each of the nineteen data passes taken during these missions. In most cases data from both the cloud probe and precip probe are included. Data from the precip probe are indicated by the letter "P". The height of the vertical lines on these samples represents a distance of 6400 μm . Data from the cloud probe are indicated by the letter "C". On these samples, the vertical lines represent 800 μm . The samples have been assembled to show the changes with height and time of the crystals and droplets contained in the clouds.

Precipitation probe data from Pass I on 25 March are excluded due to the lack of larger crystals during this pass. During Pass III on that same day, water lodged in the precip probe obscured most of the precip probe data. Therefore precip probe data from Passes I and III are excluded.

Additional 2-D shadowgraphs are presented later in this report.

The snow stick can provide detailed observations of snow and ice crystals. A 1-cm square area marked on a black background with millimeter graduations is mounted on an aluminum rod. This rod is passed through a hole in the aircraft skin so that the exposed surface is parallel to the airflow. The Mission Director observes the particles from the flight deck window at a distance of about 3 feet. Since there are four graduated surfaces, a fresh surface may be obtained by rotating the snow stick.

Postflight crystal habit determinations using 2-D data were used for the flights since they provide a continuous objective source. Snow stick observations augmented the 2-D data. Other Mission Director comments and data from the Johnson-Williams instrument were used to help detect supercooled water and the presence of rain in snow.

6.2 Particle Size Distributions

Marshall and Palmer observe that raindrop size distributions approximate an exponential curve. Most observations of snowflake sizes also approximate an exponential curve. The distributions observed at various altitudes for the four flights being considered are presented in Figure 24. House et al have considered departures from this exponential curve and describe an enhanced distribution as having an increase of smaller particles (30 to 500 μ m) above an exponential curve, while a suppressed distribution has a decrease below the curve. House's study disregarded

Marshall, J.S., and Palmer, W. Mck (1948) The distribution of raindrops with size, J. Meteor. <u>5</u>:165-166.

^{8.} Houze, R.A., Hobbs, P.V., Herzegh, P.H., and Parsons, D.B. (1978) Airborne measurements of the size distributions of precipitation particles in frontal clouds, Preprints of Conf. on Cld. Physics and Atmos. Elect., American Meteorological Society, Issaqueh, WA, pp 168-172.

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Figure 23. Typical 2-D Shadowgraph. Data from the Knollenberg 2-D system are presented for each pass. A letter "C" indicates a line of cloud probe data. Thus, the height of each line is 800 μ m. A letter "P" unboates precip probe data, with the height of each line representing 6400 μ m.

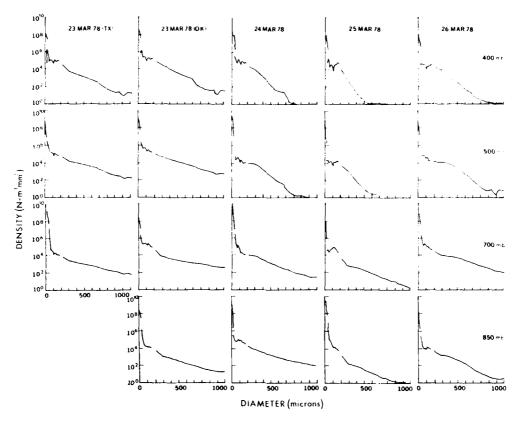


Figure 24. Distributions of Particle Density vs Particle Size (equivalent melted diameter) for Each Pass During the Sampling Flights

data from the ASSP (below 30 μ m), probably because the ASSP tends to count all particles and thus overestimates the number of small particles whenever a large number of particles above 30 μ m are present. Figure 24 shows the particle density vs diameter for each data pass observed during the four days. To insure uniformity, equivalent melted diameter was used as a measure of particle size. Although ASSP data are included in Figure 24, they should not be used when making comparisons to Houze's work. As Figure 24 shows, the storm had suppressed distributions at the higher levels, but had enhanced distributions at lower levels. Since Figure 24 used melted diameter rather than the measured diameter for particle size, departures from the exponential curve are most evident at a size range of 15 to 300 μ m. Furthermore, the type of distribution varied more with altitude than it did with time. At lower levels, the enhanced distributions probably were the result of an increase in the number of large particles. The number of particles in

the 15 to 300 $\mu\mathrm{m}$ range showed little change. As Table 2 showed, rain and wet snow predominate there. The larger number of large particles gave the exponential curve a smaller slope. Thus, the same density of smaller particles that appeared as an enhanced distribution at low levels was part of a suppressed distribution at higher levels.

A few words of caution about the use of exponential curves as fits to these size distributions are in order. First, the fit is only for a limited region of the size distribution and has usually been applied to cases of moderate to heavy precipitation rates where the particles are fairly large, that is, in the hundreds of microns range. Second, the upper limit of the useable spectra labout 6 mm for rain and for snow) have been empirically determined by Plank, Berthel and Barnes and Berthel to be inversely related to the slope of the exponential. Third, a peak in the distribution in the 0.1 to 10 μ m range is suspected due to the rapid growth of water molecule clusters below this size range. Fourth, in general, the longer the period of sampling and the larger the number of particles sampled, the closer the fit will be to an exponential curve. This is due to the small sampling volumes of the instruments and the separation of sizes by natural processes.

6.3 Form Factor

Plank 11 describes the Form Factor as a method of characterizing various types of particle distributions. The Form Factor is a measure of the uniformity of distribution of different sized particles. A Form Factor of 1.0 (the maximum) indicates that all particles in a given distribution fall in the same size range. This would represent a monodispurse distribution. Generally, the broader the spectrum of particle size, the lower the form factor will be. Figure 25 shows how the Form Factor at 400 mb changed with time. As the storm moved eastward, the cloud was more often a result of overrunning, thus producing a more homogeneous cloud. The top line of Figure 24 shows that the number of larger particles decreased from the 23rd to the 25th as the storm moved north and east. This led to a higher average Form Factor on the 24th and 25th as seen in Figure 25. This Form Factor at 500 mb (Figure 26) tends to be lower.

Plank, V.G., Berthel, R.O., and Barnes, A.A. (1980) An improved method for obtaining water content values of ice hydrometeors from aircraft and radar data, J. Appl. Meteorology, 19:1293-1299.

^{10.} Berthel, R.O. (1980) A Method to Predict the Parameters of a Full Spectral Distribution From Instrumentally Truncated Data, ERP No. 689, AFGL-TR-80-0001, AD A085950.

^{11.} Plank, V.G. (1977) Hydrometeor Data and Analytical-Theoretical Investigations
Pertaining to the SAMS Rain Erosion Program of the 1972-1973 Season at
Wallops Island, Virginia. AFGL/SAMS Report No. 5, ERP No. 603,
AFGL-TR-77-0149, AD A051193.

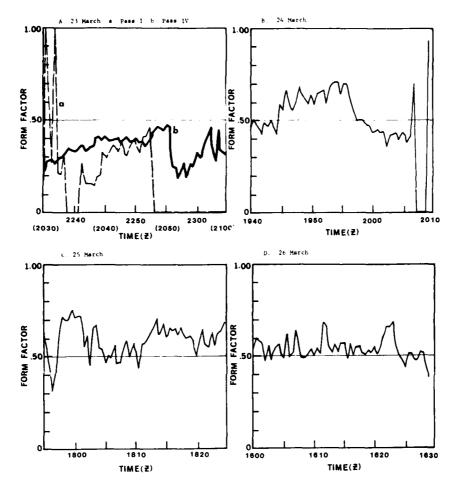


Figure 25. Form Factor at 400 mb for Each of the Four Days. Dotted line shows data from the first pass on 23 March. Times in parenthesis refer to that pass.

The predominance of larger particles (large snow as opposed to the small snow at 400 mb) and a flatter distribution leads to the lower Form Factors. At the lower levels, the Form Factor varies at a more rapid rate. Thus in this case, the particles at 400 mb tended to be more uniform in size than those at lower levels. The 700-mb data (Figure 27) are quite irregular as the changing conditions at that level caused a variety of particle types. This level was frequently near the freezing level. The 850-mb data (Figure 28) shows a high degree of variability. This can be attributed to the presence or lack of clouds and/or precipitation at that level. The difference between the third flight (during which the aircraft was in almost continouns

cloud at 850 mb) and the fourth (in which the aircraft was constantly going into and out of clouds and precipitation) is most striking.

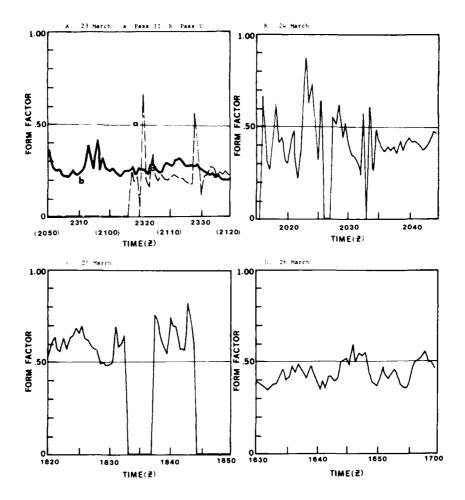


Figure 26. Form Factor at 500 mb for Each of the Four Days. Dotted line shows data from the second pass on 23 March

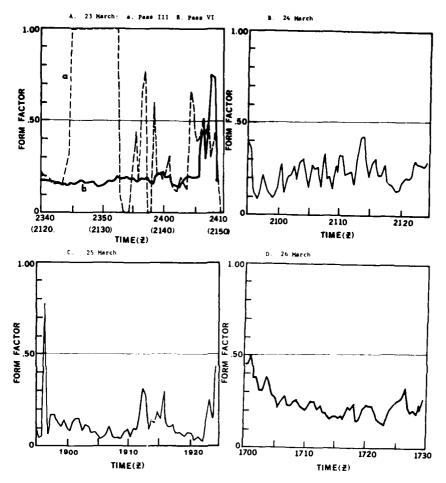


Figure 27. Form Factor at 700 mb for Each of the Four Days. Dotted line shows data from the third pass on 23 March

6.4 Liquid Water Content

As a general rule, liquid water content values (LWC) throughout these four flights were higher than those found in the 1 to 3 March 1978 flights (see Varley 5). At 400 mb, values of LWC of $10^{-1}~\rm g/m^3$ were common, and as Figure 29 shows, a value of $1~\rm g/m^3$ was recorded during the first flight. Highest values of LWC at 400 mb were recorded during the first two days while the storm was feeding on warm, tropical air. Later, as the storm moved farther north, there was a decrease in the liquid water content at this level. A similar though less emphatic pattern emerged at 500 mb, as shown in Figure 30. Again, values as large as

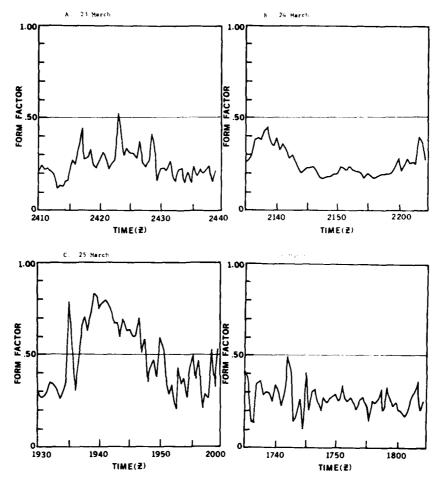


Figure 28. Form Factor at 850 mb for Each of the Four Days. Dotted line shows data from the fourth pass on 23 March

 $1~{\rm g/m}^3$ were reported on the first flight, with values as high as $10^{-1}~{\rm g/m}^3$ reported on other flights. The increase in 500-mb LWC on the final day may have been due to either a reintensification of vertical motion in the storm or the proximity of the ocean. There was a similar increase in LWC at 400 mb, but it was much smaller than the increase at 500 millibars. Generally, the 500-mb LWC seemed less strongly affected by latitude and more strongly related to the strength of the storm and the proximity of a large boty of water. The LWC at 700 mb seemed to follow this latter trend to an even greater extent. As Figure 31 shows, at this level the flight had high but irregular values of LWC. The next highest values were recorded

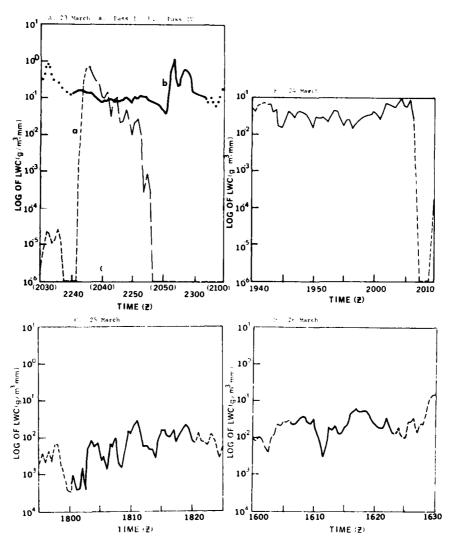


Figure 29. Liquid Water Content at 400 mb for Each of the Four Days. Dotted line shows data from the first pass on 23 March

on the final flight, where LWC values were generally greater than $10^{-1}~\rm g/m^3$. Values this high were rare at this level on the second day and almost nonexistant on the third. The 850-mb LWC data, seen in Figure 32, shows the least variability, in contrast to the Form Factor at the same level (see Figure 28). Both within the flights and from flight to flight, the LWC values here are the most consistent. Generally at this level the airplane was in rain or water-droplet clouds. Thus,

while the particle distributions may have varied, the actual amount of water present in the atmosphere at the 850-mb level seemed less affected either by the geographic location of the storm or its state of development

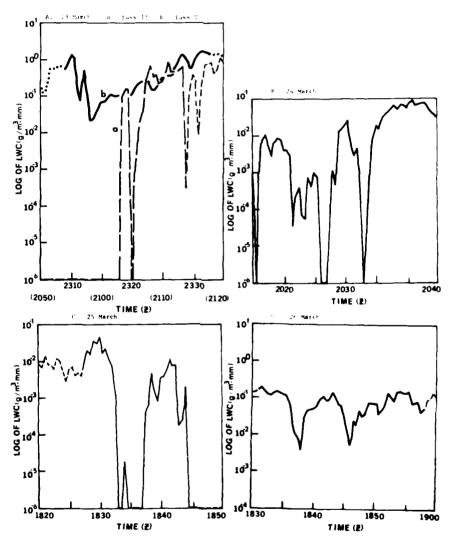


Figure 30. Liquid Water Content at 500 mb for Each of the Four Days. Dotted line shows data from the second pass on 23 March

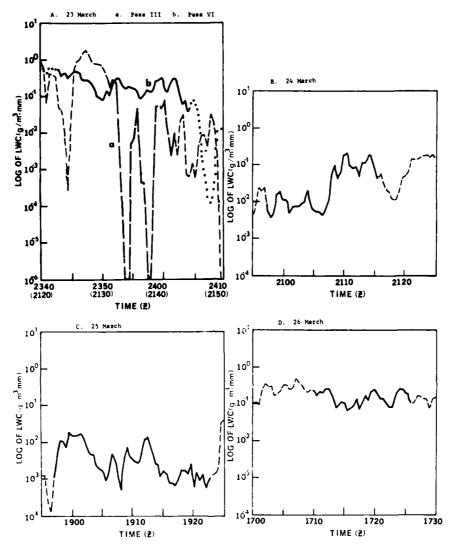


Figure 31. Liquid Water Content at 700 mb for Each of the Four Days. Dotted line shows data from the third pass on 23 March

6.5 Particle Counts

The Particle Count (NT) is a limited measure of the number of ice or water particles per unit volume.

NT is calculated from data provided by the ASSP, the 1-D cloud probe, and the 1-D precip probe that adjust for the overlap of their measuring ranges. Particles larger than 6.4 mm and smaller than 2 μm are excluded since they are outside the

range of the instruments. The range of measurements is the same for most of our flights, including all of those described herein. Values of NT reported by different investigators may vary due to the specific instrumentation used. As seen in Figure 24 and commonly observed on most of our flights, NT is dominated by the number of small particles. Thus NT is very sensitive to the minimum size required for a particle to be sensed.

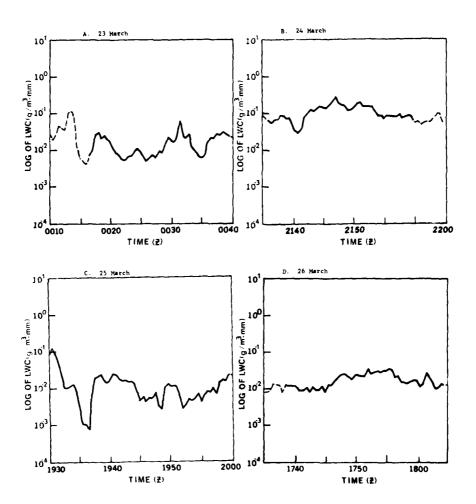


Figure 32. Liquid Water Content at 850 mb for Each of the Four Days. Dotted line shows data from the fourth pass on 23 March

Byers ¹² indicates that cumulus (convective) clouds will have a different particle size distribution from stratus clouds. Generally, the convective clouds will have large particles and a less consistent distribution of particles vs size. As a rule, observations on this flight showed that in convective clouds there were more particles at higher levels, while particle counts at lower levels were influenced less by the type of cloud.

Figure 33 shows NT for particles in the 2- to 6400- μ m size range vs time for the passes at 400 millibars. The convective clouds on 23 March gave high but erratic values of NT. By 24 March, there were considerably fewer particles at this level. On the last two days, particle counts were considerably lower, since not only was the storm mostly stratiform, but there was less moisture at 23,000 feet.

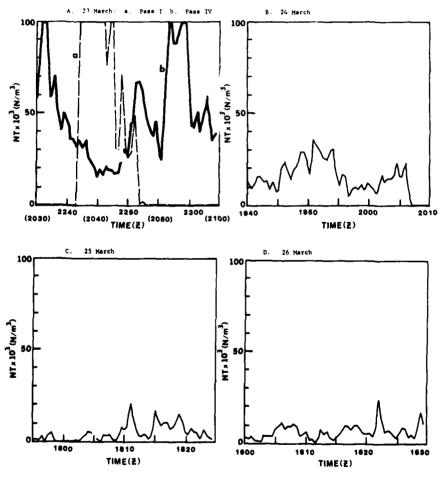


Figure 33. Particle Density (number of particles per cubic meter) at 400 mb for Each of the Four Days. Dotted line shows data from the first pass on 23 March

12. Byers, H. R. (1965) Elements of Cloud Physics, University of Chicago Press.

A similar trend appears at 500 mb as seen in Figure 34. As the system became more stratified, the values of NT decreased, although unlike the case at 400 mb the aircraft was in heavy cloudiness at 400 mb on all four days.

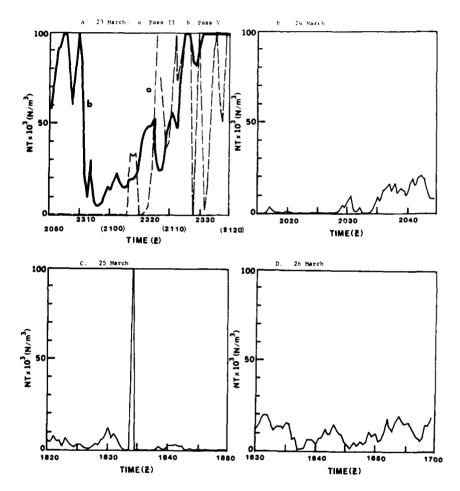


Figure 34. Particle Density (number of particles per cubic meter) at 500 mb for Each of the Four Days. Dotted line shows data from the second pass on 23 March

The particle counts at 700 mb showed a smaller change overall, although as Figure 35 shows, the values were more erratic on the first day. Despite the more stratified nature of the clouds on days 3 and 4, there were still some high values

of NT, several times reaching $5\times 10^5/\text{m}^3$, a value never approached during the passes at higher altitudes,

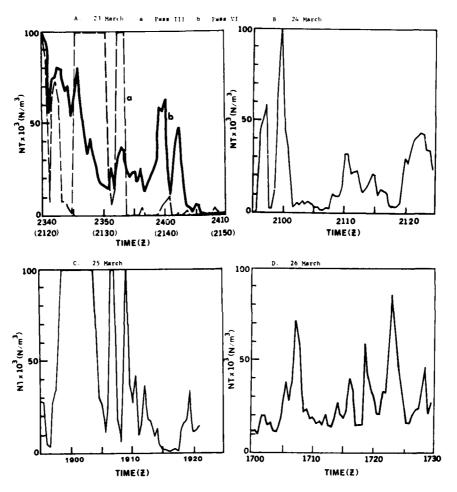


Figure 35. Particle Density (number of particles per cubic meter) at 850 mb for Each of the Four Days. Dotted line shows data from the fourth pass on 23 March

In general, NT values were smallest at 850 millibars. This can probably be attributed to smaller particles combining into larger particles (aggregation) between the 700-mb and 850-mb level. As Figure 36 shows, the particle distributions varied more within a given pass than they did from pass to pass. This is an indication of the variability of aggregation.

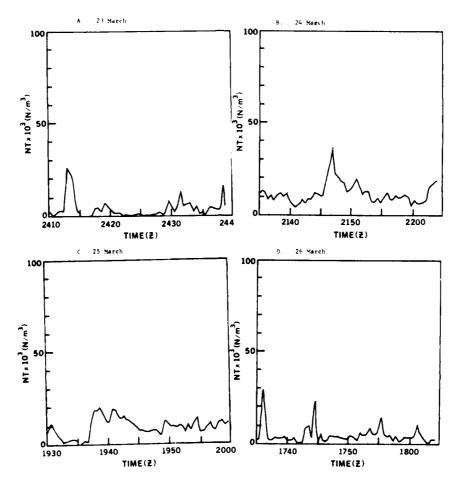


Figure 36. Particle Density (number of particles per cubic meter) at 850 mb for Each of the Four Days. Dotted line shows data from the fourth pass on 23 March

6.6 Other Data

Reflectivity (Z) and medium particle diameter (DO) can also be examined in this reanner. As a rule the reflectivity seemed to follow the liquid water content. As an be seen in Figures 19 to 22, high values of Z usually correspond to high values of LWC. Dver, Berthel, and Izumi ¹³ have examined the relationship of Z to the

^{13.} Dver, R. M., Berthel, R.O., and Izumi, Y. (1981) Techniques for Measuring Liquid Water Content Along a Trajectory, ERP No. 233, AFGL-TR-81-0082, (in press).

mass of a particle. Their work used data taken at Wallops Island, Virginia and Kwajalein Atoll in the Marshall Islands.

The medium volume diameter tended to increase at lower altitudes. It followed similar patterns on all flights, with 700- and 850-mb values being higher than 400 and 500 millibars. This may be due to a reduced number of smaller drops resulting from either sublimation of these small drops or the coalescence of smaller drops into bigger ones. This agrees with the observation that NT is smaller at lower levels. Regardless of the type of cloud, there are fewer, but larger particles at the lower levels; another sign of aggregation.

7. OBSERVED TWO-MINUTE PARTICLE DISTRIBUTIONS

We can take a closer look at the LWC and particle size distributions by examining averages over 2-min periods. Two such periods have been selected for each altitude and each flight and are presented here with corresponding PMS 2-D data.

In addition to the PMS 2-D data and particle size distributions, the mean and standard deviations of 30-sec averages of temperature, altitude, liquid water content (LWC), reflectivity (Z), medium volume diameter (DC), number density (NT), and Form Factor (FF) are provided. The data for each 30-sec period are found in Appendix B, therefore, only the mean and standard deviations of the four 30-sec periods within each 2-min period are included here.

Periods were selected at times of consistent LWC and are intended to represent periods of high particle concentration during the respective pass.

7.1 Samples From 23 March 1978

Eight 2-min samples were selected from the 23 March flight. Two samples were selected from each of the four levels. Since there were two passes at 400, 500 and 700 mb, one sample was taken from each of the first six passes. The 850-mb samples came from the last pass.

Data from the two 400-mb samples are shown in Figure 37. Although separated by 2 hours and 400 miles, the profiles are quite similar. As can be seen from the 2-D shadowgraphs, small snow predominated during both sampling periods. In both cases the largest particles were between 2 and 3 mm in diameter. The only substantial difference was in values of NT, where the earlier sample had much higher numbers of particles. Since LWC values were similar, there evidently were more small particles in this sample, and the particle distributions support this assumption. In both cases, convective clouds predominated, but the convective activity was stronger during the second sampling period.

Data from the two 500-mb samples are shown in Figure 38. At this level in both cases, there were more large particles and the maximum particle size was greater than 5 millimeters. The Form Factors were smaller, thus indicating a

wider distribution of particle sizes. The LWC increased substantially over that observed at 500 mb, as did the average particle size. As was true at 400 mb, the values of NT show the greatest difference between the two passes. Again the standard deviation among the four 30-sec averages was quite large; in the earlier sample, it was one-third of the mean value. As was frequently the case, the Form Factor was the most consistent variable.

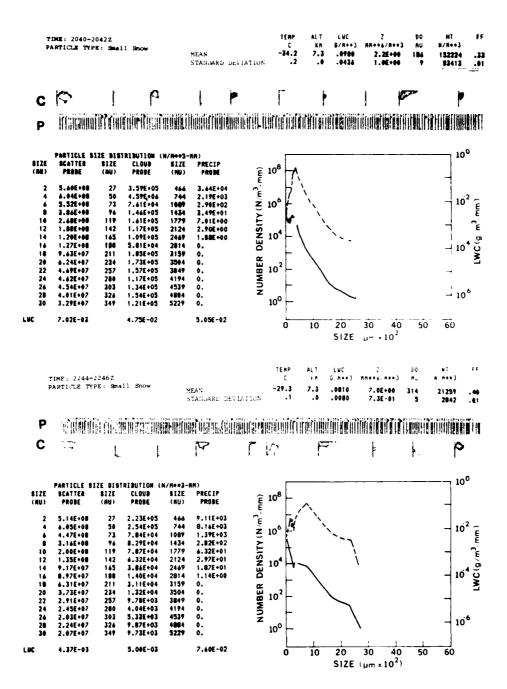
Data from the 700-mb samples appear in Figure 39. This level was close to the freezing level, and as a result, wet snow predominated. The second pass in the more uniform convective activity, yielded some of the highest values of the LWC observed on any MC-130E flights over the continental United States. The total number of particles also changed between the earlier and the later sampling period. The more intense convective activity produced both a greater number of particles and a larger liquid water content. Even the Form Factor showed a difference; the larger value observed during the first sampling period also had a large standard deviation. In the first case, therefore, the particle sizes and their distributions were consistent both with time and at a given moment.

Comparing the two quadrants shows that convective activity prevailed throughout the storm at this time. In both quadrants, the cloud cover was sporadic and conditions changed rapidly, both in time and space. The northeast quadrant, however, was becoming the more intense. Cloud cover there was more extensive, and the warm, moist flow from the Gulf of Mexico was causing the storm to intensify and become better organized.

In the three preceding instances, the two sampling periods represented different sampling passes. In the remaining cases, both sampling periods were extracted from the same pass.

In the case of the 850-mb data shown in Figure 40, both samples were taken from Pass VII, which was part of the series which contained the later samples at higher levels. At this level, the temperature was well above the freezing point, and thus almost all of the precipitation observed was in liquid form as can be seen by the predominance of round particles on the 2-D shadowgraphs. Particle size and LWC have decreased from the 700-mb values. The low numbers of particles, low LWC and low Form Factor indicate that drops and droplets of a variety of sizes existed at this level, but that heaviest concentration of water was near the freezing level.

The four levels sampled on this first day provided a vertical cross section of this young, convective system. Perhaps the most consistent variable was the Form Factor. The range of values of the Form Factor on this flight was the smallest of any of the flights in this series. Thus, while the particle size type, density, and LWC changed, the type of size distribution remained relatively consistent with altitude. As the system became more stratified, this consistency diminished, and Form Factors at higher levels became larger, while those at lower levels varied widely.



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Figure 37. Sample Data From 400 mb - 23 March 1978. The particle distributions are averages for 2 min periods. The 2-D shadowgraphs were selected from the 2-D data collected during the 2-min period

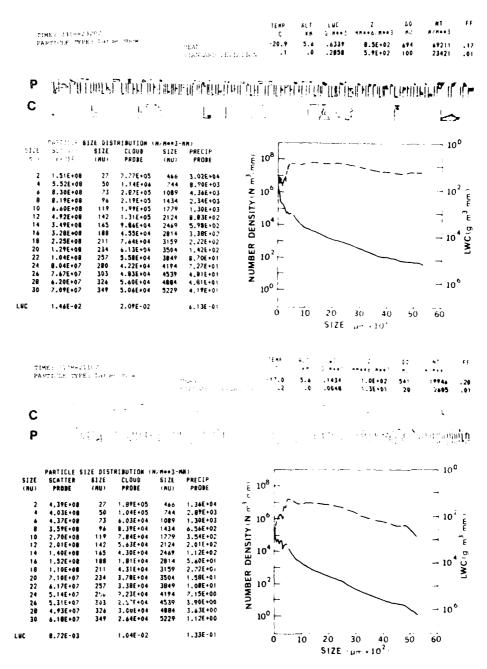


Figure 38. Sample Data From 500 mb = 23 March 1978. The particle distributions are averages for 2-min periods. The 2-D shadowgraphs were selected from the 2-D data collected during the 2-min periods.

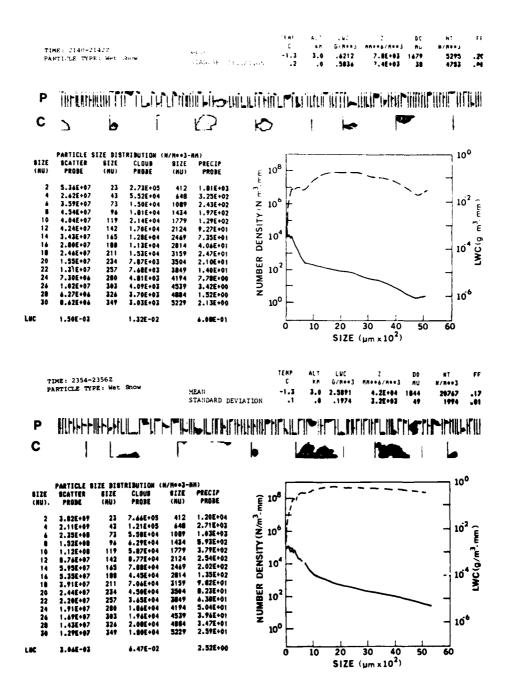


Figure 39. Sample Data From 700 mb - 23 March 1978. The particle distributions are averages for 2-min periods. The 2-D shadowgraphs were selected from the 2-D data collected during the 2-min period

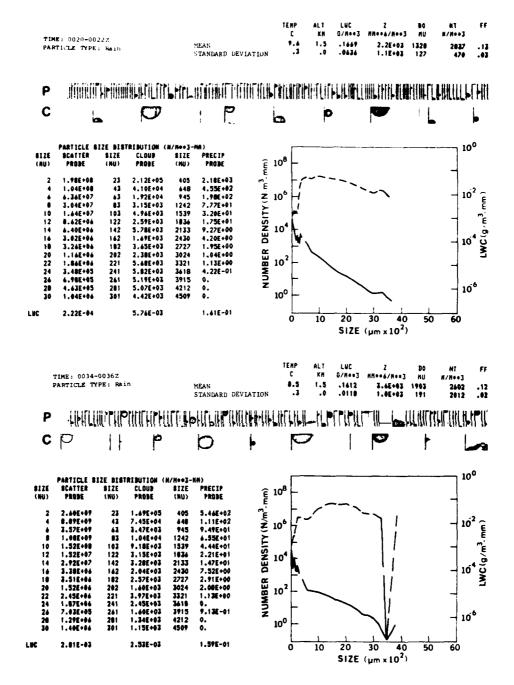


Figure 40. Sample Data From 850 mb - 23 March 1978. The particle distributions are averages for 2-min periods. The 2-D shadowgraphs were selected from the 2-D data collected during the 2-min period

7.2 Samples From 24 March 1978

Two samples were taken from each of the four passes completed on 24 March. Each sample was 2 min in length. By this time, the storm system was a mature open wave.

The samples taken at 400 mb are shown in Figure 41. As had been the case on 23 March, both show maximum particle sizes of approximately 2.5 millimeters. The Form Factors are quite high and also quite consistent; those of the first sample averaging 0.60. This and the relatively low liquid water content indicate a predominance of small particles of uniform size as can be seen in the plots. The medium volume diameters were similar to those observed at 400 mb on the previous day. In general, the change in cloud structure at 400 mb was smaller than at the lower levels.

The samples taken at 500 mb appear in Figure 42. The maximum particle size and medium volume diameter increased substantially when going from 400 to 500 mb, but not as much as on the previous day. Liquid water content, however, was low, especially during the first sampling period, where the mean value was only $9 \times 10^{-3} \text{ g/m}^3$. The Form Factor remained high, and showed less consistency than usual. Thus there was a greater variety of distributions of particles at this level. The weather was caused mainly by the warm air overrunning the colder air north of the front. The warm air was relatively stable, keeping most of the moisture at lower levels. The variance of the Form Factor may be due to the isolated convective activity still present at this time.

The 700-mb level also showed some interesting contrasts. As was noted earlier (see Table 2), a variety of crystal types was present at this level. Data from this level are displayed in Figure 43. Although both samples show many large particles, the number, liquid water content, and Form Factor vary greatly from the first sample to the second. They were taken 14 min apart and in both cases the airplane was in thick clouds. While on 23 March the 700-mb surface was close to the freezing level, on 24 March temperatures were still well below freezing. Needles, large snow, wet snow, and supercooled rain were all present. The aircraft did experience some icing. Small particles were comparatively rare, especially during the second sample. The 2-D cloud probe recorded an unusually small quantity of data. Several channels of the scatter probe failed to record any particles; a highly unusual situation in this type of cloudiness. Thus, despite the uniform appearance, there was still a variety of particle distributions at this level.

The situation was similar at 850 mb, as seen in Figure 44. Again, there was wide divergence in liquid water content and Form Factor. Again, there were a variety of particles recorded by the 2-D system. Here the aircraft was closer to the freezing level and rain was more plentiful. The Mission Director reported rain,

generally mixed with snow, several times during the pass (see Appendix A). There were comparatively few smaller particles especially during the earlier period. This may be a result either of accretion that occurred at higher levels or of sublimation of the smaller particles.

The 24 March flight took place when the storm system was changing in character. It was much more widespread than it had been the previous day and it provided precipitation to much of the central United States. The clouds, however, were far from uniform. At times they had very large liquid water contents values, but at other times, they had little moisture. The low pressure area was deepening and soon the fronts would begin to occlude.

7.3 Samples From 25 March 1978

On 25 March, the fronts had occluded, and the system contained a large amount of cloud. Although they covered a large area, the clouds sampled did not contain as much liquid water as they had the previous day. As a result, while precipitation was more widespread, it was generally less intense.

The sampling procedure was the same as the previous day. Samples, each 2 min long, were selected from each of the four passes for study.

Figure 45 shows the resultant data from 400 millibars. Unlike previous days, at this time clouds were not continuous at 400 millibars. The liquid water content was low. This was the result of a lack of large particles, as the 2-D data show clearly. The Form Factor in both samples was high. Values were generally 0.50 or higher. Unlike the 24 March case, this time the Form Factor was quite consistent indicating a uniformity to the particle size distributions in the high clouds which had not been there the day before.

Figure 46 shows that the same uniformity was present at 500 millibars. Again, there were few large particles and low liquid water content values observed during both sampling periods. This was the only case in the four flights during which the Form Factor did not decrease when going from 400 to 500 millibars. The moisture in the system was spread over a larger geographical area and the moisture at a given location was less. The number of particles had only decreased slightly, but the medium volume diameter and maximum size had both become much smaller. In addition, most of the clouds were confined to lower levels. Occasionally while at 500 mb the aircraft was in clear air with blue sky above. This was in contrast to the solid overcasts observed at 500 mb on previous days.

The 700-mb data are shown in Figure 47. Although the first sample had the highest average particle count of any sample period, the liquid water content was low. Small particles predominated. The Form Factor was unusually low since there was a fairly uniform distribution of particles throughout the range of the scatter probe. The low Form Factor and low liquid water content were also seen in the second sample, however, the particle count had dropped from 1.6×10^6 to a more normal 2.1×10^5 particles per cubic meter. The medium volume diameter had increased, as had the maximum particle size. Although the temperature was still -4°C, most of the particles were in the form of small water droplets. The aircraft experienced considerable icing during this pass. The 2-D probes rarely gave representative shadowgraphs since water and ice caught on the optical sensors and produced long, meaningless "streaks". This phenomena, called "streaking" is frequently observed in liquid precipitation. During this time, some surface stations nearby were reporting freezing rain.

Data from the 850-mb samples are shown in Figure 48. The temperature reported by the aircraft varied drastically during this pass and as a result the first sample occurred at a temperature well below freezing while the second occurred while the temperature was above freezing. Precipitation varied from snow to freezing rain to rain. In both cases, the liquid water content was small. Average Form Factors were both near 0.20 which is a moderate value for this variable at this level. The maximum particle size was quite large (over 400 μ m) during the first sample in large snow, while it was somewhat smaller (less than 2500 μ m) in the rain.

The 25 March flights explored a deep low pressure area with an occluded front extending well to the south. Thus most of the moisture in the system remained well to the south of the sampling aircraft. As a result, the clouds while wide spread, contained relatively little moisture. At the time, the system appeared to be weakening, but during the next 24 hours an influx of moisture from the Atlantic Ocean caused the system to reintensify.

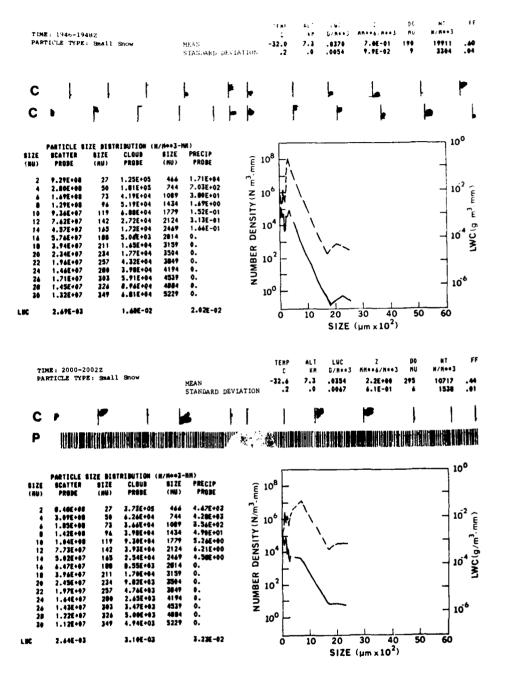


Figure 41. Sample Data From 400 mb - 24 March 1978. The particle distributions are averages for 2-min periods. The 2-D shadowgraphs were selected from the 2-D data collected during the 2-min period

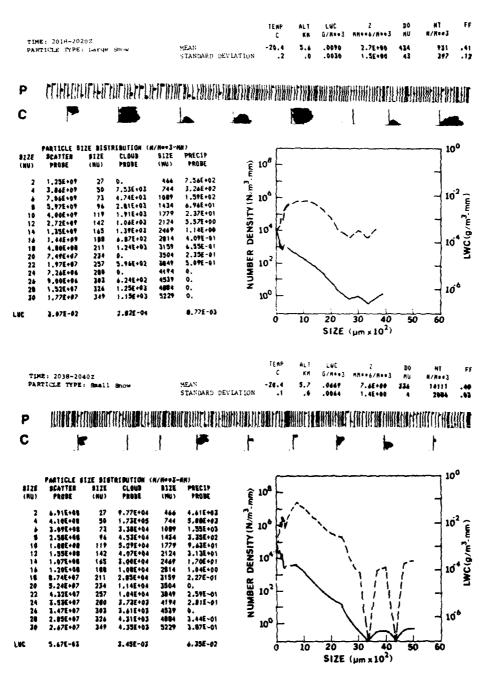


Figure 42. Sample Data From 500 mb - 24 March 1978. The particle distributions are averages for 2-min periods. The 2-D shadowgraphs were selected from the 2-D data collected during the 2-min period

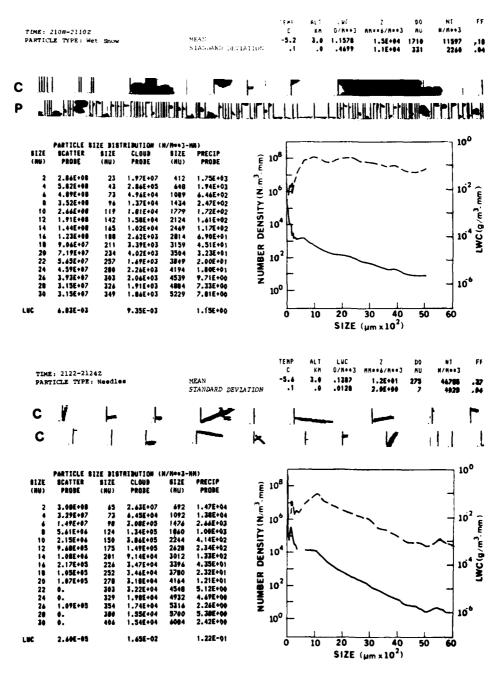


Figure 43. Sample Data From 700 mb - 24 March 1978. The particle distributions are averages for 2-min periods. The 2-D shadowgraphs were selected from the 2-D data collected during the 2-min period

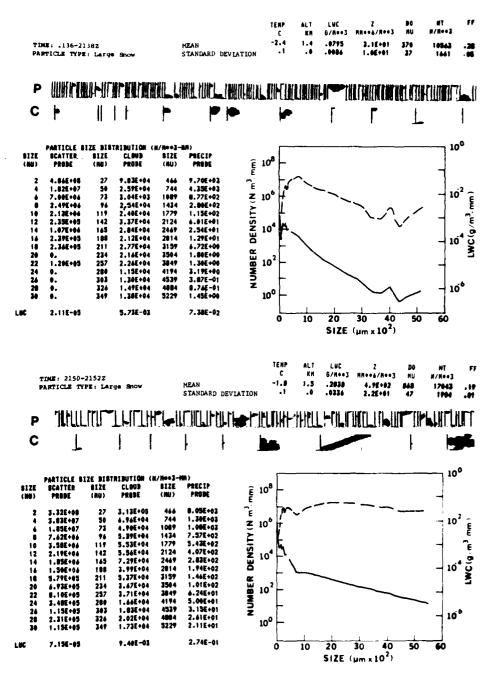


Figure 44. Sample Data From 850 mb - 24 March 1978. The particle distributions are averages for 2-min periods. The 2-D shadowgraphs were selected from the 2-D data collected during the 2-min period

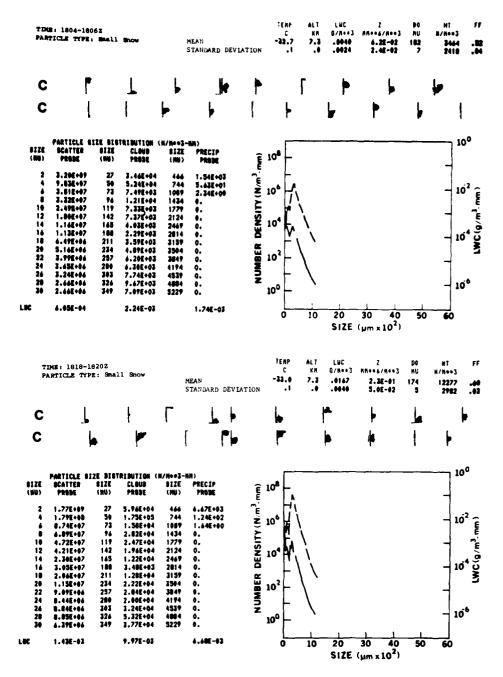


Figure 45. Sample Data From 400 mb - 25 March 1978. The particle distributions are averages for 2-min periods. The 2-D shadowgraphs were selected from the 2-D data collected during the 2-min period

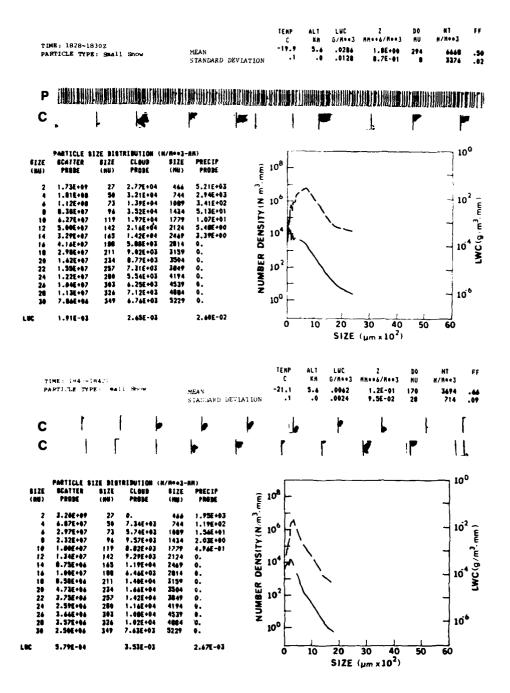


Figure 46. Sample Data From 500 mb - 25 March 1978. The particle distributions are averages for 2-min periods. The 2-D shadowgraphs were selected from the 2-D data collected during the 2-min period

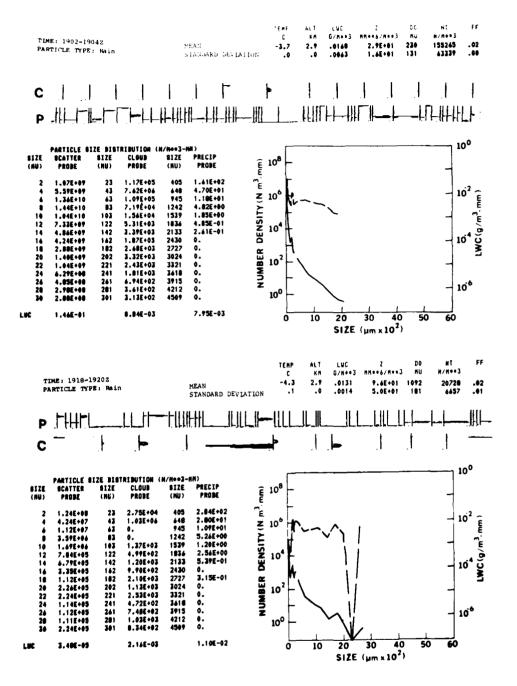


Figure 47. Sample Data From 700 mb - 25 March 1978. The particle distributions are averages for 2-min periods. The 2-D shadowgraphs were selected from the 2-D data collected during the 2-min period

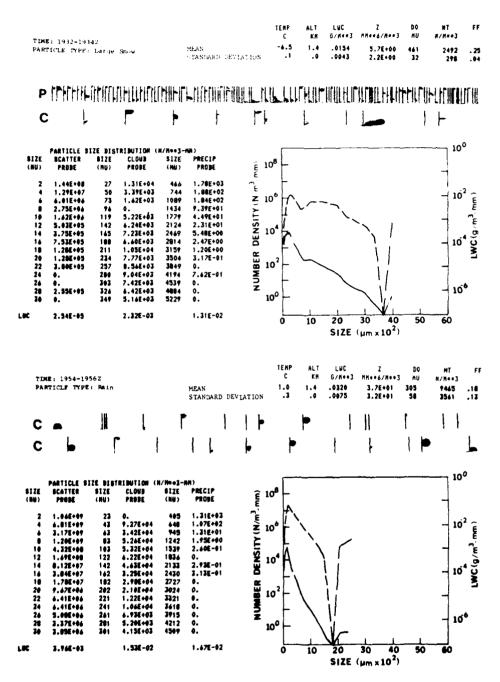


Figure 48. Sample Data From 850 mb - 25 March 1978. The particle distributions are averages for 2-min periods. The 2-D shadowgraphs were selected from the 2-D data collected during the 2-min period

7.4 Samples From 26 March 1978

By 26 March, the secondary low in Georgia had brought additional moisture to the lower levels of the storm system. The main system now had reached the east coast and the Atlantic Ocean provided additional moisture. The intensity of precipitation from the system increased as the liquid water content of the clouds increased.

Data from the 400-mb level on 26 March are presented in Figure 49. Liquid water content increased as the number of large particles increased. The Form Factor remained high, which indicated that the particles at this level were still of uniform size. The distribution does show a similarity to the distributions found at this level on 23 and 24 March. All had relatively high Form Factors and low values of liquid water content. The crystal types generally were small snow with some bullet rosettes despite the different synoptic situations.

Data from the 500-mb level on 26 March are shown Figure 50. The difference between the system on 25 and 26 March is more evident at this level. Large snow was present and, as both the 2-D data and particle size distributions show, there were many larger particles at this level on 26 March. The large particles caused a decrease in the Form Factor both from the 400-mb level on both days and the 500-mb level on 25 March. Although the increase in moisture at this level was substantial, the 500-mb data from 23 March show that in a more convective system even more moisture can be found at this level. The 500-mb data showed the greatest variation in Form Factor, maximum particle size, and particle size distribution of any level examined in this report.

The 700-mb level showed the influx of moisture clearly. As Figure 51 shows, the liquid water content at this level was among the highest observed during the series of flights. A large number of particles, combined with the frequent occurrence of large and wet snow, provided an ample amount of moisture that led to the moderate rain observed at the surface. The temperature was about -3°C, thus, the freezing level was still below the aircraft. Unlike the 509-mb level, at this level the liquid water content was greater in the stratified situation on 26 March then in the more convective situation on 23 March.

At the 850-mb (evel, the aircraft was no longer in solid clouds. Figure 52 shows that rain and water droplets predominated. The influx of warm air led to relatively warm temperatures as compared to those observed on 24 and 25 March at this level. As was the case on previous days, the Form Factor was low at 850 mb indicating a broad range of particle sizes. Secondary peaks, above 3000 μ m, helped decrease the value of the Form Factor. The total number of particles had decreased from 700 mb; possibly due to the difference in sampling time and location or to the particles combining into larger drops before reaching this altitude.

This final sampling of the storm system showed the effect of the development of a secondary center and/or the proximity of the ocean. This was most evident at the 700-mb level where the number of particles, particle size, and particle type combined to produce a dramatic increase in liquid water content. Although the storm had reintensified, it had not regained the convective character it had displayed earlier and as a result the 500-mb level was not as strongly affected by the influx of moisture. Although there was an increase in moisture at 500 mb, the increase was much smaller than that observed at 700 millibars.

8. OVERALL DISCUSSION

The four flights made on 23 to 27 March 1978 provided a cross section of the development with time of a large scale system. The flight pattern provided a vertical cross section of the storm. The sampling area for each flight was selected to be north of the main low pressure and with the exception of the first three passes on 23 March, all data were gathered in the northeast quadrant of the system.

During the early stages, the storm consisted mainly of convective activity. This resulted in high liquid water contents in the 500-, 700-, and 850-mb levels. As the storm moved eastward, it became more stratified. The 500-mb level became drier, while moisture, when available, remained at the lower levels where the moisture was entering the storm system. Although some changes were seen at the 500-mb level, there was less change in liquid water content. Form Factor, and particle type there than in any of the lower levels.

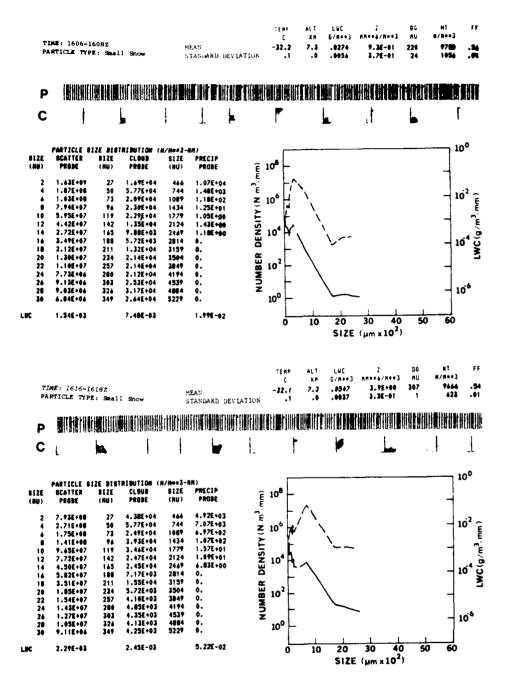


Figure 49. Sample Data From 400 mb - 26 March 1978. The particle distributions are averages for 2-min periods. The 2-D shadowgraphs were selected from the 2-D data collected during the 2-min period

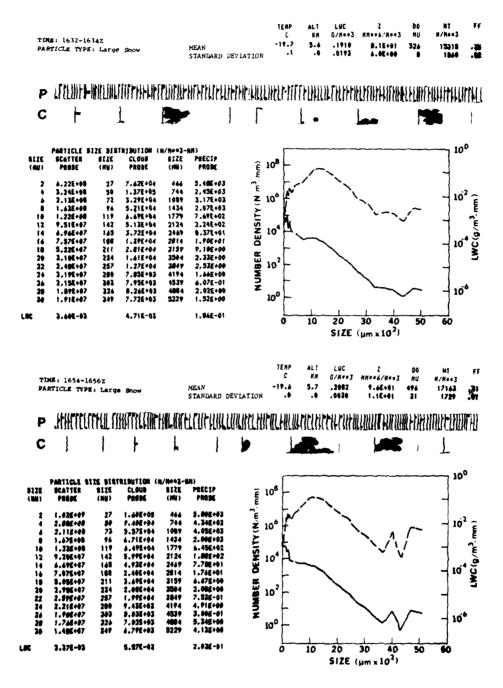


Figure 50. Sample Data From 500 mb - 26 March 1978. The particle distributions are averages for 2-min periods. The 2-D shadowgraphs were selected from the 2-D data collected during the 2-min period

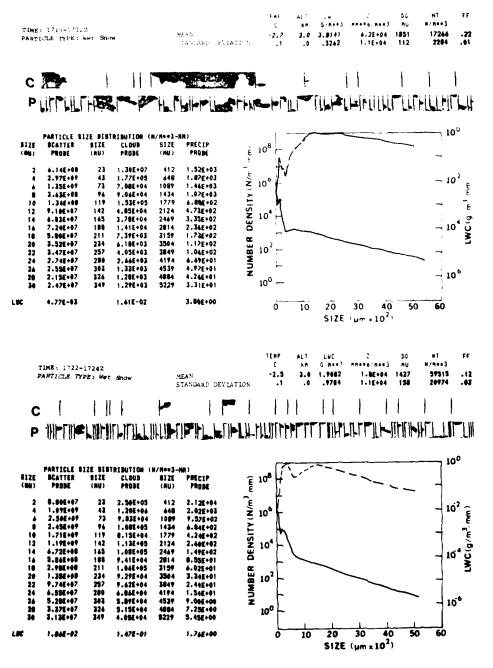


Figure 51. Sample Data From 700 mb - 26 March 1978. The particle distributions are averages for 2-min periods. The 2-D shadowgraphs were selected from the 2-D data collected during the 2-min period

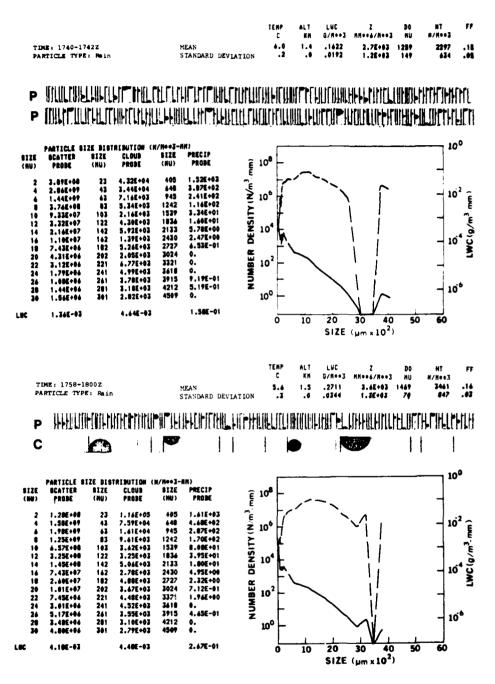


Figure 52. Sample Data From 850 mb - 26 March 1978. The particle distributions are averages for 2-min periods. The 2-D shadowgraphs were selected from the 2-D data collected during the 2-min period

Although its derivation seems arbitrary (see Varley⁵) the Form Factor did provide a way of characterizing particle distributions. Figure 53 shows the average of the Form Factors of the two 2-min samples taken at each level on each flight. The convective clouds increased vertical mixing and as a result the first case (23 March) showed the most uniform distribution of Form Factor with altitude. On 24 March, the storm retained convective characteristics and also had the second most uniform distribution of Form Factor. The weak stratiform case on 25 March shows the widest variation. In all cases, the Form Factor decreased between 400 and 700 mb and between 500 and 850 millibars. In general, the Form Factor at higher levels (between 400 and 500 mb) increased with time indicating that the more stratified clouds had a concentration of similar-sized particles. The Form Factor at lower levels (700 and 850 mb) showed no definitive pattern which showed that changes there were more random.

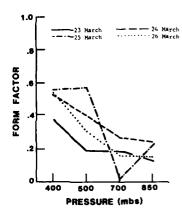


Figure 53. Average Form Factor of 2-min Samples vs Altitude for Each of the Four Sampling flights

In Figure 54, the same method has been used to compare mean particle diameters. In all four cases, the largest particles occurred at the 700-mb level. This was usually the level closest to the melting layer. In all cases, the particle size at 400 mb was small. The mean size was also consistent from sample to sample. This was not the case at 700 or 850 mb as can be seen by examining Figures 37 to 52. As a general rule, the larger the particle diameters, the larger the variability. The larger particles found in the lower levels of the 23 and 26 March cases may be due to the warmer temperatures since warmer air can hold more water vapor. On both of these days, the 850-mb temperatures were 5°C or warmer, while on the other days, 850-mb temperatures were generally below 0°C.

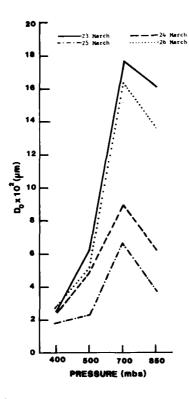


Figure 54. Average Particle Size During 2-min Samples vs Altitude for Each of the Four Sampling Flights

These two quantities illustrate the general tendency of a more consistent cloud above 20,000 ft during the life of the storm, while larger changes in crystal type, density, size, and structure occurred at lower levels. Additionally, the higher level clouds tended toward enhanced particle distributions (see Houze et al⁸), while suppressed distributions were more common at lower levels. Sublimation at higher levels and aggregation at lower levels could give rise to this result.

In effect, there was a tendency toward a uniform type of particle distribution along the vertical axis in the case of a convective storm. The stronger vertical currents caused a more even distribution of particles with altitude. Form Factor and liquid water content varied less from level to level on 23 March than on 25 or 26 March.

9. CONCLUDING COMMENTS

The storm of 23 to 27 March 1978 provided an excellent example of a developing mid-latitude cyclone. The data provided by the MC-130E provide an in depth, detailed look at the development of the storm; the microphysical development of the clouds in the system.

This was a good example of a fairly intense large scale storm. Although the data presented represent only a small sample of the clouds associated with the storm, some essential features of the storm system were sampled, described, and characterized. The fine scale, microphysical data delineate regions dominated by sublimation or aggregation. Future studies of the onset of aggregation and its causes could reveal the potential for advancing or delaying aggregation. Any control in the onset of aggregation would modify the ground precipitation patterns.

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Abbreviations

AFB Air Force Base

AFGL Air Force Geophysics Laboratory

Ci Cirrus Cu Cumulus

DO Medium Volume Diameter

EWER Evaporate the Water that aggravates Erosion on Reentry

FF Form Factor

GOES Geostationary Environmental Satellite

Hdg Aircraft Heading

IAS Indicated Airspeed (knots)
INS Inertial Navigation System

km Kilometer

LWC Liquid Water Content

m Meter mb Millibar

McIDAS Man-Computer Interactive Data Access System

mi Miles

mm Millimeter (= 10⁻³ meters)

nm Nautical Miles

NT Number Density; Total Number of Particles per

Cubic Meter

OAT Aircraft Outside Air Temperature (degrees, Celsius)

PMS Particle Measuring Systems, Incorporated

S e	Stratocumulus
St	Stratus
TAS	True Airspeed (knots)
TT	Rosemount Total Temperature
Vis	Visibility
Z	Reflectivity or Greenwich (Universal) Mean Time
μm	microns (= 10 ⁻⁶ meters)
1-D	One Dimensional PMS Probe
2-D	Two Dimensional PMS Probe

Appendix A

Mission Director's Comments

Excerpts from the written notes and those recorded on the voice tape by the Mission Director, Capt Donald Cameron, are presented here. Remarks in parentheses are additions by the author based on the voice tapes, nose camera film, and photographs taken by the Mission Director.

All temperatures are those read from the aircraft outside air temperature indicator. These are generally warmer than the actual air temperature. The Rosemount Total Temperature readings are included in the listings found in Appendix B.

Aircraft position is reported as "Latitude/Longitude" and is given in degrees and minutes.

Winds are reported as "Direction in degrees/speed in knots".

Flight Notes From 23 March 1978 - Mission 78-10

TIME (Z)	COMMENTS
19:10:00	(Rain reported by crew while preparing for takeoff from
	Kirtland AFB.)
19:11:51	(Thunderstorm with hail observed by aircrew.)
19:25:53	Takeoff from Kirtland AFB, New Mexico.
20:24:17	12 mi West of Amarillo.
20:28:00	Most clouds in the area look solid with good vertical development,
20:29:00	Setting up a leg between Dalhart and Texico.
20:31:05	Ran out of clouds, about to go back into them.
20:32:47	Clouds now very thick; at Amarillo, there weren't any clouds.
20:34:14	Altitude: 23,600 ft; Heading: 286; Winds: 035/21;
	TAS: 248; IAS: 170.
20:36:35	Going into clouds soon. Coming to tail clouds 8-9,000 ft above us.
	Moderate snow, occasional light turbulence.
20:39:00	BEGIN PASS 1: Alt: 23,700 ft; 40 NM east of Dalhart. Heading
	272 and turning. INS Winds: 183/28 - 0.3 to 0.3 mm particles
	Max = 0.6 mm.
20:40:37	Gray outside from top to bottom. TAS 219.
20:41:14	116 deg/33 nm from Dalhart.
20:41:43	0.3 mm particles - IAS 150, TAS 220, sky still gray. Horizontal
	visibility 1 nm. Occasional light turbulence.
20:43:07	Passed a brief break in the clouds. Particle sizes 0.2 to 0.4 mm;
	sizes gradually increasing. Plates are common.
20:45:07	Can see a layer below. Still light updates. Ci has thinned out;
	Filaments are going by,
20:47:18	So undercast with towering Cu coming through it.
20:50:00	END PASS 1. Beginning a spiral descent, undereast Sc. Cu popping
	through. Clear above.
20:55:54	Coming under a cloud deck.
20:56:58	Position: 35.57/102.26. Under cloud band.
20:58:00	BEGIN PASS 2. Position: 35.54/102.22, Wind 243/22; 15 nm
	from Dalhart.
21:00:35	Solid undereast. Fairly solid overeast with CU activity.
21:01:52	Nothing on snowstick. Grav all over.
21:04:46	Broke out of clouds. Solid undercast, Sc and Cu.
21:06:37	Back into clouds Spotty snow, many sizes-from 0.2 to 2.0 mm
	on snowstick.

Flight Notes	From 23	March	1978 -	Mission	78 - 10	(Cont)
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TIME	COMMENTS
21:08:13	18 nm from Amarillo, Larger snowstick activity, about 3 mm.
21:09:52	Good 2.0 mm updates. It is gray out; can not see up or down.
	Can locate the sun only by its brightness.
21:11:04	Moderate snow. Light turbulence. Sizes 0.6 - 0.7 mm to 2.0 mm.
21:12:06	Hdg 130; six miles from Amarillo,
21:14:00	END PASS 2. Large snow - moderate. Particles as big as 3.0
	to 4.0 mm.
21:26:00	In clear air.
21:26:26	Weather has changed rapidly. Since arriving in the area, the system
	has moved from west of Amarillo to Amarillo to east of Amarillo.
21:28:10	Clouds are now past Amarillo; nothing to the west.
21:30:00	BEGIN PASS 3. 9,880 ft. Wind 262/14. Between layers; Ci and
	middle cloud above. Undercast below, position 35,40/105,57.
21:31:43	Still between layers. Horizontal bands to the side.
21:33:00	Between layers. 1500 feet above the lowest laver. Not getting any
	droplets. 2 to 3 thousand feet below bases of upper layer.
21:34:22	Getting into haze. Sun not visible. Nothing on probes or snowstick.
21:35:37	Position: 35.42/101.37. Getting some fallout from cloud above.
	Can see virga.
21:38:42	Horizontal visibility is now 15 miles. Decreasing as we go into
	underhang from clouds. Wet snow - particle sizes 2 to 3 mm -
	on snowstick.
21:39:42	Completely in cloud. OAT = +4. In a turn. TAS - 180.
21:40:27	Snow grains - 2 to 3 mm. Some melt, others do not.
21:41:15	Breaking into a clear area. Position: 35.40/101.14
21:42:00	END PASS 3.
21:42:28	Enroute to NE Oklahoma. (Enroute to the next area aircraft climbed
22.02.22	to 23,000 ft. At that altitude, it was in the clear until 2200Z.)
22:00:00	(From here until arrival at the next area, aircraft was in and out
22.40.40	of clouds.)
22:40:40	BEGIN PASS 4. 23,000 ft. OAT - 20 IAS 148 in cloud - have been
06.41.99	for a while A little icing on wingtips.
22:41:22	Heavy particles 0.4 to 0.8 mm on snowstick.
22:43:20	Crystals appear to melt. Maximum size 1 mm - getting into heavier precipitation.
22:44:37	Hdg 200. Pos. 35.53/95.47. Wind 233/34 strictly in cloud.
_33;44;5) _3;45;38	Little icing on the wing. Can not see filaments - only gray.
*11149190	Antite feing on the wing. Can not see Haments - only gray.

Flight Notes	From 2	3 March	1978 -	Mission	78 - 10	(Cont)
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TIME	COMMENTS
22:46:22	Consistent cloud. Size of particles 2 mm, 0.5 mm width. Clouds
	are black to gray.
22:48:37	Still in cloud, Most particles are 0.3 to 0.8 mm. Maximum
	particle size is 1 mm.
22:49:08	Possibly a little lighter out. Still gray. Hdg 005. Pos 36, 13/95, 39.
	Wind 231/39 TAS 224, IAS 151. Small counts on Precip probe.
22:50:46	In cloud. Particles a bit smaller - 0.3 to 0.5 mm. Wing visible.
	Horizontal Vis 1/2 mi. No ice on windsheild. Alt 23.6 m
	Had 002.
22:52:37	Stick not icing as before. Particle distribution is bimodal. Peaks
	at 0.2 and 0.8 mm.
22:54:25	Sun very dimly visible through clouds above. Ice on edge of wing.
22:56:23	A little turbulence. Particles going to 2,0 mm.
22:58:49	Turbulence decreasing. Particles 0.3 to 2.0 mm. Still in gray
	clouds.
23:00:25	Particle size getting a bit smaller.
23:02:00	END PASS 4. Will descend to 18,000 ft, then turn around to start
00.00	pass.
23:06:26	(Navigator notes storms about 20 NM out.)
23:09:47	In cloud. 18,300 ft alt. Deviating to avoid thunderstorms.
23:11:07	Snow - up to 3 mm. Snowstick quickly covered with snow.
23:12:50	Position 36. 43/95. 29.
23:13:30	Particles now smaller - about 0.3 mm.
23:15:22	Back to larger snow, almost wet. About 0.8 mm. 6-sided crystals.
23:16:23	Position 36. 34/96, 25. Wind 238/24.
23:19:07	Still gray. Hdg 200, Wind 242/27. 47 nm from Okmulgee, Oklahoma.
23:19:54	Snowstick range 0.4 to 1.0 mm.
23:20:32 23:22:05	Patches of small snow alternate with large ones. Altitude change to 17, 100 ft beginning at 2323Z. Position 36, 15/95.35.
23:22:03	Wind 240/23 - have picked up.
23:24:23	Sizes of particles are larger. More at 1-2 mm. 60% still
40.24.20	0.3 to 0.4 mm.
23:25:25	Max particle size 1.5 mm Min size 0.4 mm.
23:26:17	Some particles are 3.0 mm. No turbulence. Alt 17,200 ft. 25 mi
-0,50,11	from Okmulgee. Position 36.05/95.40, Wind 220/24.
23:28:35	Snowflakes visible. Max size 2 mm. Occasional light turbulence.
23:29:16	Size dropping off to 0,9 mm.

Flight Notes From 23 March 1978 - Mission 78-10 (Cont)

TIME	COMMENTS
23:32:47	Big particles on 2D, but the recorder had stopped.
23:33:00	END PASS 5.
23:36:00	Lightning just ahead. Position 35, 41/95, 51. Winds 218/22.
23:43:00	BEGIN PASS 6.
23:43:35	Getting large wet snow. 3 to 4 mm sizes. Occasional light turbulence.
23:45:07	Altitude 9,900 ft. Wet snow. Particles as large as 5.0 mm.
23:46:28	Position: 36.08/95.40. Wind 220/15.
23:47:10	No definitions of clouds just uniform gray up and down, OAT +4, TAS 174, Hdg 008. Pos. 36, 13/95.38. Wind 213/27.
23:48:10	Still wet snow, 2 to 3 mm. Melting as it hits the stick. Intensity: light.
23:50:03	Gray, wet snow. Sizes a bit smaller. 3 mm max. TAS 187 Hdg 012
23:51:20	Particles a bit bigger-to 4.0 mm.
23:53:52	Wet snow melts when hitting the stick. Diameters to 6 mm.
23:55:45	TAS 184. Position: 36.37/95.26.
23:56:30	Data still very consistent.
23:57:07	(More lightning observed by crew)
23:57:37	More intense 2 to 3 mm wet snow. IAS 150.
23:58:55	Moderate rain, occasional snow. Light turbulence.
	Position: 36.48/95.16. Wind 300/09.
00:00:38	Wet snow then rain, lightning to the right.
00:02:30	Occasional light turbulence. Wet snow. 2 to 3 mm occasionally heavier.
00:02:45	Gray outside. Consistent at all levels.
00:03:20	Clouds have appeared below. CU type. The first time in awhile that structure is visible.
00:05:00	END PASS 6. Wet snow; uniform gray.
00:18:23	In rain. Good streaks. Alt 5,000 ft.
00:19:30	BEGIN PASS 7. Alt 4.9 m. Hdg 212. Light rain.
00:20:08	Position 36.44/95.21. Wind 161/04. Small clouds to the side. Clouds above a little lighter than before.
00:20:41	Lower layer tops 3000 ft, solid undercast. Also solid overcast. Tops are 6000 ft to the west. Rain intensity has decreased.
00:22:57	In light rain between layers. Sc, St below; some Sc at 5 to 6 thousand feet.
00:23:38	Getting rain from the layer above.

Flight Notes From 23 March 1978 - Mission 78-10 (Cont)

TIME	COMMENTS
00:24:55	Visibility decreasing. Still in light rain. TAS 165.
00:27:30	Still in light rain. Going through the base of a cloud,
00:30:35	Cu clouds; ground visible. Low broken St 700 ft above the ground.
	Broken layer 4 to 7 thousand feet. Still in continuous light rain.
00:32:36	Hdg 200. Alt 4,800 ft. TAS 164 Position: 6.14/95.39. Wind 160/04.
	Starting to see clouds and particles going by,
00:33:23	Light to moderate rain. In and out of cloud. Tops 6M.
00:34:00	Back into cloud. Occasional light turbulence.
00:36:57	Rain is a bit lighter, Ground visible. Out of clouds. Broken St
	below at an altitude of 2500 to 3500 ft.
00:37:40	Still getting light rain. Horizontal visibility 4 nm. Alt 4700 ft.
00:40:00	END PASS 7. TAS 160; IAS 149.
00:43:32	Climbing to 19,000 feet.
01:36:00	Land at Little Rock AFB, AR.
01:36:00	Land at Little Rock AFB, AR.

Flight Notes From 24 March 1978 - Mission 78-11

TIME	COMMENTS
17:46:20	Takeoff from Little Rock AFB, AR.
17:49:00	(Aircraft is climbing through low cloud layer.)
19:43:00	BEGIN PASS 1. In cloud, Heading 246, Position 41, 10/89, 40,
	True Airspeed 220. Indicated Airspeed 150 knots.
19:43:55	Sun a little brighter now. Light but increasing activity on the
	snowstick, 0.8 mm average.
19:44:41	Altitude, 23,400 ft. IAS 145, TAS 213, Outside air temp -19.
19:45:35	Position 41,07/89,49. Wind 166/24.
19:46:35	Snowstick particles are smaller - 0.2 to 0.3 mm. Intensity is light.
19:48:37	Snowstick particles are now round. Cloud has filaments. A bit of
	blue is visible. Tops appear 3,000 ft up. Horizontal visibility
	2 miles. Gray below.
19:49:21	Very little evidence of icing.
19:50:29	Sky almost blue, but in a wall of clouds. Clouds still extend
	2 to 3,000 feet up.
19:52:11	Clouds are a bit lighter than yesterday.
19:54:42	Looks like it is getting thinner above.
19:55:50	Jet passed; no contrails. Gravish above. No distinction of cloud
	below.
19:58:46	Particle size increasing. Intensity moderate. Stick fills up in
	5 to 6 seconds. Size 0.4 to 0.5 mm. Max 1.0 mm.
20:00:17	Intensity now light to moderate, 40.56/91.02. Wind 129/15.
	TAS 223 OAT -20 to -21.
20:01:10	Size more consistent. Intensity is heavier.
20:13:25	Position 40, 34/96, 19. Wind 120/31. Probably going through the
	tops of Cu. Nothing on radar.
20:04:21	Snowstick particles a bit larger - average size 0.8 mm.
20:04:39	Particles now a bit smaller - roundish - 0.9 mm max; width 0.4 mm.
20:05:35	Starting to break out. Patch ahead.
20:07:00	END PASS 1. Clouds to the right; open to the left. Position
	40.51/91.39 - is 10 nm after leaving clouds.
20:11:22	Level and in clouds at 40,50/91,57.
20:15:00	BEGIN PASS 2.
20:15:21	40.54/91.57. Between layers. Hdg 080. Wind 134/13.
20:16:52	Bright above. Ci well above.
20:17:52	Alt. 18,300. Still between layers.
20:19:27	Round snow - may be icing up. Flakes are 1 to 2 mm.

Flight Notes From 24 March 1978 - Mission 78-11 (Cont)

TIME	COMMENTS
20:20:32	Completely overcast. Now in clouds. Alt 18,300.
20:22:37	Sun briefly visible. 0.3 mm particles are probably fallout from Ci.
20:23:47	41,00/91,22. Wind 156/18. Very light snow. Can see clouds
	passing.
20:28:22	In and out of Cu. Light Chop. Sun visible. Thin Ci overcast above.
	Light snowstick activity.
20:29:21	At 18,000 ft. Horizon has disappeared.
20:30:12	Light Chop. Particles are a bit larger - to 0.6 mm.
20:31:00	Horizon visible to left; not to right. Snowstick icing up.
20:32:12	Back in clouds. Light snowstick activity. Sizes 0.6 to 0.7 mm.
20:33:57	Between layers.
20:35:40	In clouds. Looks like large snow. 1 to 2 mm.
20:36:47	Position: 41.06/90.26. Wind 185/32.
20:39:47	Can see horizon. Can see sun. Snowstick particles 1 to 2 mm.
	Occasionally 3 mm.
20:42:36	Smaller, elongated particles on snowstick. 1 mm long; 0.4 mm wide.
20:44:00	Particles more elongated. Narrow, bunched up snow, some ice
	on probes.
20:45:10	18,600 ft. 2.0 mm particles on snowstick. Sun appears as a
	bright spot. Overcast above and below. Wind 201/18.
20:46:00	END PASS 2. Position 41, 10/89, 43,
20.56:35	(Winter storm advisories are up for IN, IL, OH).
20:57:30	BEGIN PASS 3, 9,600 ft. Gray outside. Winds 133/29,
	Pos. 41.07/90.10 OAT +1, Dew Pt3. Snowstick iced up.
20:58:37	Wet, melting snow.
20:59:30	Rain and snow mixed. Particles to 3 mm. Alt 9700 ft, Hdg 248.
21:00:07	33 nm from Bradford. Most particles are droplet size.
21:00:48	Rime type icing. Easy to remove. Snow occasionally visible.
21:01:27	41.04/90.23. OAT = -1. Dew Pt -2.7 Occasional snow, but
0.1.00.00	mostly water. Size 0.8 mm. Stick freezes.
21:03:20	Rime icing on windshield.
21:05:03	Little snow now - mostly rain.
21:06:33	41,02/90,44. Wind 118/31. TAS 174. IAS 150; bottom windows
a. 11 A.	are covered with ice.
21:11:01	More rain and rime icing. Flakes to almost 4.0 mm; large snow.
21:12:30	Solid looking 3 mm globs. Also wet snow. IAS 150. TAS 172,
	Alt. 9,700.

Flight Notes From 24 March 1978 - Mission 78-11 (Cont)

TIME	COMMENTS
21:15:46	Well formed 2 to 3 mm snowflakes.
21:17:00	OAT is just above 0.
21:18:10	Alternating between wet and large snow.
21:19:57	More icing, wet snow 2-3 mm max. Most flakes about 1 mm.
21:21:41	Hdg 250. Dew Pt -4.0.
21:25:00	END PASS 3.
21:29:58	Alt 7, 200, observing big, wet snow.
21:30:59	Flight has been smooth.
21:32:57	Still getting wet snow. Icing on probes.
21:36:00	BEGIN PASS 4. In wet snow at 5,000 ft.
21:37:18	Sizes 2 to mm. Alt 4,700 ft. TAS 159, OAT = +2, IAS 150.
21:40:25	Often in precipitation.
21:41:55	Dew Pt 0, OAT +2. Occasional snowflakes, but mostly rain.
21:43:30	Rain and snow mixed.
21:44:38	TAS 159. Alt 4,700. Hdg 078. 40.56/91.26. OAT +3.
21:46:22	More wet snow. Sizes range from 1 to 2 mm,
21:48:00	Sizes of flakes are increasing. One was 5.0 mm.
21:49:11	Rain and snow mixed.
21:54:40	Alt 4,700 ft. TAS 159. OAT = +3. Position: 40.69/91.01.
	Wind 092/38. Wet snow. A trace of icing. Snow diameters
	0.3 to 3.0 mm.
21:57:55	Snow shapes are irregular. OAT +3.
22:00:00	41.01/90.48, Dew Pt = -0.7. TT +3. END PASS 4.
22:05:27	Climbing to 17,000 ft for the flight back to Wright-Patterson AFB.
23:02:40	Ice forming on the leading edge of the wing.
23:03:30	(Crew can see the ground.)
23:40:00	Land at Wright-Patterson AFB, OH.

Flight Notes From 25 March 1978 - Mission 78-12

$\underline{\text{TIME}}$ (Z)	COMMENTS
16:56:00	(Pilot notes low ceilings at Wright-Patterson AFB,)
17:05:25	Takeoff from Wright-Patterson AFB, OH.
17:34:00	(Ci; changes from overcast to scattered.)
18:00:00	BEGIN PASS 1. Between layers, Ci and halo above. Ci about
	4 to 5,000 ft up.
18:00:41	On snowstick, light activity. Looks like small snow.
18:01:12	TAS 219. Hdg 109. 75 mi from Bradford, PA.
18:02:00	Position 41, 44/80, 15. OAT -20. Wind 238/34. Vis 3 mi in cloud
	and haze. Top of lower cloud layer visible.
18:03:48	Altitude: 25,000 ft.
18:04:00	Totally gray ahead, but currently in an open area.
18:05:30	Clouds at flight level. Small snow on the stick - 0.4 to 0.5 mm.
	2-D shows elongated particles.
18:07:42	Halo still visible. Hard to see lower clouds. Snowstick activity
	has decreased. Visibility has improved.
18:16:23	Alt 23,600. IAS 150. TAS 219. OAT -21. 44.78/78.56.
	Wind 234/39. Snowstick -0.2 mm. Activity is light.
18:18:57	41.44/78.44, IAS 150. Can see texture of clouds above.
	Snowstick 0.2, occasionally 0.5 mm.
18:20:30	END PASS 1. Clouds today are thinner and more stratified than
	in previous days.
18:27:00	Level, BEGIN PASS 2. Alt 18,300 ft. TAS 206.
	Position: 41.46/78.58.
18:28:30	Wind 218/34. Snowstick particles up to 2 mm. Average 0.8 mm.
18:29:19	Uniformly gray.
18:30:37	41.46/79.10. 0.8 - 0.9 mm. Occasionally 1.5 mm. Intensity back
	to light. Most flakes are round. A few are elongated.
18:31:34	Halo above.
18:32:38	Lower tops 9 to 10,000 ft. Blue patch above.
18:33:33	Little on snowstick.
18:34:33	Overcast 3,000 ft above.
18:39:17	A little bounce. Can see clouds below. Contrails overhead. Can
	see through Ci. Looks grayer ahead.
18:40:20	Entering clouds. Snow stick has 0.4 to 0.5 mm particles.
	Alt 18,300 ft. More clouds ahead.
18:40:52	41.46/79.50. Wind 224/28. Snowstick 0.2 - 0.3 mm.

Flight Notes From 25 March 1978 - Mission 78-12 (Cont)

70 F 3 F 5	COMMUNITE
TIME	COMMENTS
18:42:14	Stratified clouds to the right. 3 layers of Ac and As.
18:43:12	2000 ft below solid Ci. Clouds lower to the left. Few clouds
	to the south.
18:44:20	Will terminate pass early due to lack of clouds at 18,000 ft.
18:46:00	END PASS 2. 41,47/80.09. Wind 224/28.
18:47:12	Clouds are light-between layers. Undercast left, 3000 ft below.
18:48:45	Open sky south. Alt 15,700. Undercast 2000 ft down.
18:51:00	Entering cloud tops at 13,500 ft. OAT -2.
18:52:02	Snowstick is freezing up. Mostly rain.
18:53:26	In freezing rain.
18:57:00	BEGIN PASS 3. Much cloudiness at 10,000 ft. Dew Point +1.9.
	Mostly rain, Occasional snowflakes. Alt 9,600.
18:59:37	Water streaming off the window.
19:03:00	Freezing rain reported in Maryland.
19:03:42	OAT +2. TAS 173. Position: 41.47/80.12. Wind 230/24. Can
	not see texture of clouds. Visibility 1/2 mi. Rime icing on wing.
19:09:10	Icing, but few particles on the snowstick.
19:10:59	Altitude 9,600 ft. Ice on intakes.
19:11:34	In rain. Icing coming from precipitation. More icing than yesterday.
19:13:26	TAS 171. OAT 0. 41.48/79.33 241/21. Icing: poor visibility,
	definitely in cloud. No flakes hit the snowstick.
19:19:20	Ice readily forms; is easy to knock off. Still raining. Occasional
	flakes. Alt. 9,550 ft. Hdg 098.
19:23:00	END PASS 3. Terminated early due to aircraft icing problems.
19:28:27	Ground visible. Snow still there.
19:31:00	BEGIN PASS 4. 4,700 ft. Back in large snow.
19:32:05	Snow 2 to 3 mm, down to 0.8 mm. Ground with snow visible,
	OAT -2, TAS 154, 4,600 ft. Hdg 270.
19:32:44	Position: 41.44/78.05 Wind 130/47. TT -5. Light snowstick
	activity - elongated Max 2.0 mm.
19:33:34	Fracto Cu below. Bases less than 1000 ft above the ground.
19:38:20	Ground visible. Supercooled water. More clouds below.
19:39:11	Visibility 1/4 mi. Continuous clouds above.
19:43:33	Light turbulence.
19:44:30	Now getting pure rain. In cloud, ground not visible.
19:45:37	Still getting icing on props and probes.
19:46:35	In and out of clouds. Overcast solid above. Only rain on snowstick.

Flight Notes From 25 March 1978 - Mission 78-12 (Cont)

TIME	COMMENTS
19:47:47	Winds dropped to 34 kts.
19:55:00	Light rain. TAS 157. Alt. 4,700. Hdg 275. OAT +4.5.
19:55:49	42,00/78.18. Wind 157/17.
19:57:50	Still looks like rain - light streaking. IAS 150. TAS 160.
	PAT +4. Pos. 41.43/80.23. Wind 156/17.
19:59:33	Ground and low clouds below. Rain at Acft level. 41,43/80,33.
20:00:00	END PASS 4.
20:40:00	(Between layers.)
20:48:06	(Crew observes rain.)
20:55:30	Final comments. Not as much cloudiness as on previous flights.
	Much icing at the lower levels. Temperature was constant with
	altitude at +2 to +4. Rain and snow were mixed at lower levels.
21:02:25	Land at Wright-Patterson AFB, OH.

Flight Notes From 26 March 1978 - Mission 78-13

$\underline{\text{TIME}}$ (Z)	COMMENTS	
14:44:40	Takeoff from Wright-Patterson AFB (Into Ragged Sky).	
14:47:46	(On top of Sc deck.)	
15:24:00	(Aircraft moves below Ci shield.)	
15:35:38	(Aircraft goes into cloud.)	
16:01:00	Nice Halo. Contrail through Ci. Nothing below. Layer above. Gray on both sides.	
16:06:00	BEGIN PASS 1. 23,600 ft. Outside Air Temp = -20. Dew Pt = -30.	
16:07:45	Position 40. 29/76. 40	
16:08:46	Can barely see a halo. Winds 260/73. Sun is bright. In light	
	precipitation. No definition of cloud. Particle length 1 mm.	
	Width 0.4 mm.	
16:09:36	Intensity is increasing. OAT -20.	
16:11:00	Intensity still light. Max Particle 1.5 mm; most are smaller0.2 mm.	
16:12:51	OAT -20. TAS 222. Particle sizes 1.0 to 0.4 mm. Sun is bright -	
	with halo. Below - solid clouds. IAS 150.	
16:13:37	Position: 40.48/76.15. Wind 199/70.	
16:14:33	Particle distribution on snowstick is bimodal. Peaks at 0.4 mm	
	and 1.0 mm.	
16:16:38	Position: 41.01/76.00. Wind 204/74. Larger particles are round;	
	1 mm in diameter.	
16:17:40	Now particles are smaller. Avg. 0.7 mm.	
16:20:52	Nice halo. Sun too bright to look at.	
16:22:40	Flakes smaller. Winds 210/65.	
16:23:00	END PASS 1.	
16:24:30	Descending to 18,300 ft.	
16:31:00	BEGIN PASS 2. Alt 18,300. IAS 150 kts.	
16:31:40	TAS 202. OAT -10. Snowflakes 2. to 3. mm. Same on precip.	
	Intensity light to mod.	
16:32:30	Some particles 0.8 mm. Pos. 41.12/75.49. Winds 202/36.	
16:33:27	Wind 213/28. Snowstick - 2 mm avg, Some about 1 mm.	
16:35:50	1.0 to 2.5 mm on stick. Light snow. Some elongated.	
16:37:16	Breaks in clouds; snow becoming less intense.	
16:39:00	Position: 40.48/76.08. Wind 248/14, speed diminishing.	
	Snowflakes light - 1 to 2 mm sizes, some smaller.	
16:44:06	Light-Mod. precip. 2 to 3 mm, or smaller. Sometimes they melt	
	on stick.	

Flight Notes From 26 March 1978 - Missi 78-13 (Cont)

TIME	COMMENTS
16:45:10	Clouds consistent; grayer toward the front. Can almost see the sun.
16:46:00	Halo still visible. Clouds are stratified, tops are at 15,000 ft.
	Few breaks in Ci. Smaller flakes, afg 0.7 mm; Dew Pt -16.8.
16:48:33	Good sized snowflakes. Clouds uniformly gray.
16:50:02	Larger particles now fill stick quickly. Max 3.0 mm. Small ones
	0,5 mm.
16:51:27	Alt 18,400. Hdg 226. OAT -10. 40.28/76.41. Wind 186/40.
16:53:00	1 to 3 mm flakes. Look like nice snowflakes.
16:54.00	Larger flakes 2 to 3 mm. Alt 18,400. TAS 205 kts.
16:54:50	Big flakes - look like 5-sided starts.
16:55:25	Position: 40.22/76.51. Winds 187/45. Snowstick bimodal;
	max 2 mm. Most 0.7 mm. A bit brighter.
16:58:00	END PASS 2. 40.17/76.58. Starting descent to 10,000 ft.
17:03:48	At 15,000 ft and descending.
17:10:00	BEGIN PASS 3. Alt. 9,800 ft. in cloud.
17:11:20	Position: 40.39/76.27. Wind 201/44. Particles melt on snowstick.
17:12:27	In clouds-gray again. Light intensity. Large conglamerations of
	flakes 2 to 3 mm in diameter.
17:13:42	Dew Pt varying from -1 to +1. Flakes still 2 to 3 mm. Intensity
	still light.
17:16:02	Little light turbulence. In liquid precipitation.
17:17:24	Into snow. Some round (rain) particles.
17:22:10	12 miles south of Wilkes-Barre, PA. Rain now predominant. Less
	icing than yesterday.
17:25:00	Dew Pt -0.9. Position: 41.14/75.38, Still in wet snow.
17:26:00	END PASS 3.
17:36:00	Still descending.
17:38:00	(Begin to see the bottom of the cloud.)
17:39:00	Level at 5,000 ft.
17:39:30	BEGIN PASS 4. Scattered stratus 400 to 1000 ft above ground.
17:40:07	Ground visible. In rain below the bases of the overcast. Aircraft
	is 3000 feet above the ground.
17:41:40	Position: 40.51/76.06. Wind 163/41. Altitude 4500 ft. Light rain.
	Ground not visible. Light turbulence.
17:45:30	Wind 160/40. In continuous rain.
17:47:00	Breaking into an open area. Ground visible. Clouds at 500 ft and
	1000 ft above aircraft. Light turbulence.

Flight Notes From 26 March 1978 - Mission 78-13 (Cont)

TIME	COMMENTS
17:49:27	Ground below is snow covered. We are in rain. Overcast is at 5500 ft.
17:53:48	Position: 40.31/76.31. Wind 157/35. Nothing on snowstick. Rain. Visibility 1/4 mile. Cloud filaments at flight level. Continuous light turbulence.
17:55:12	Cloud tops at flight level-stratified.
17:57:30	Between layers. About one mile visibility. Ground visible through broken Cu below. Moving into heavier rain, obscuring cloud and ground.
18:00:14	Few layered clouds outside.
18:01:50	Light Turbulence.
18:03:45	10 mi from Harrisburg, PA. Visibility 4 mi in light rain. Clouds visible to the side. Clouds appear 1300 ft below.
10.04.04	
18:04:24	Going back into cloud. More rain on left side of aircraft.
18:04:57	Visibility decreasing. Dark streak to the right.
18:05:24	Alt 4,700. OAT +7. Pos 40, 15/76, 55. Wind 166/33.
18:06:30	END PASS 4.
18:08:00	(Climbing-went into cloud deck.)
18:19:00	(Near top of clouds.)
18:23:00	(In Clear between layers.)
18:31:00	(In clear-broken Ci above. Broken Sc below.)
18:49:40	Pos 42. 14/80.50. In cloud.
19:15:00	Final comments. Constant clouds and precipitation. Some turbulence.
19:22:45	Land at Wright-Patterson AFB, OH

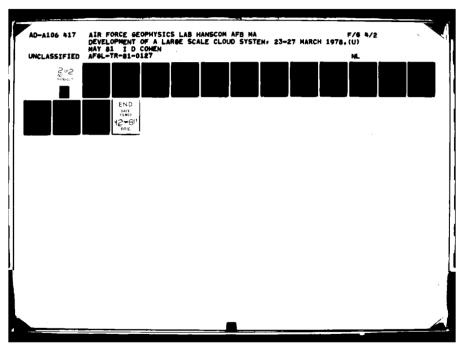
Appendix B

30-Second Data Averages

Data from the four flights are included in this Appendix. Passes are indicated by brackets, "p" indicating the beginning and "p" at the end of a pass. Those averages used in the samples discussed in Section 7 are indicated with an asterisk (*).

The following information is included:

START TIME	Time the 30-sec average started,
ALT KM	Average pressure altitude in kilometers,
TEMP C	Average temperature in degrees Celsius,
LWC-SC G/m**3	The Liquid Water Content recorded by the Axial
	Scattering Spectrometer Probe (ASSP) in grams per cubic meter,
LWC-TOT G/m**3	The Liquid Water Content recorded by the Floud an precip probes in grams per cubic meter.
LWC % CLD	Percent of LWC-TOT recorded by the cloud probe,
DO UM	Medium Volume Diameter in microns,
NT N/M**3	The average number of particles per cubic meter observed during the 30-sec period.
L MAN UM	The diameter (in microns) of the largest particle
	observed during the period by the 1-D system,
FF	The average Form Factor.



NOTE: Start times greater than 23:59:59 indicate a time in the next day (GMT), (for example, 24:14:32 on 23 March (Flight 78-10) refers to 00:14:32Z on 24 March.

Although Flight 73-10 did extend into a new "day" in "Z" time, it was completed on 23 March, local time, since there is a 6-hr difference between "Z" time and Central Standard Time.

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